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Railway Age

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C. & N. W. Gets Good Results with Chicago Shop Improvements.....

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Southern Reduces Guessing in Planning Material Needs.....

> A flexible system of records on this railway has simplified purchasing of maintenance supplies under war regulations and kept stocks in line, as set forth in this article.

C. & E. I. Tests Foamite Equipment in Putting Out Oil Fire.....

> Details of the tests made by this road, which have demonstrated the feasibility of using hot water from the Y-connection to injector branch pipe of road locomotives for use in controlling oil fires with a minimum of delay.

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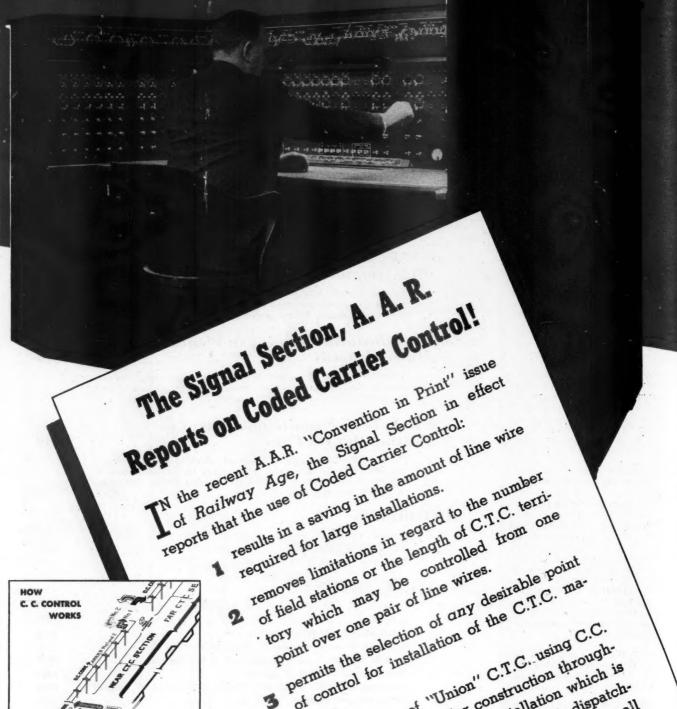
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Schematic diagrams illustrating the operation of C.C. Control with "Union" C.T.C. systems appeared in Railway Age May 16, 1942 and Railway Signaling May, Aug. and Oct., 1942.

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RAILWAY AGE

Railway Credit, Present and Postwar

The railway postwar problem which is of most importance to the nation must be largely solved, if at all, during the war, but it is not being solved. It is the problem of enabling the railways to contribute their share toward needed postwar production and employment. They did contribute largely toward production and employment after the last war, because government war and postwar policies enabled them to. There will be even more vital need for them to do so after this war; but current government policies are not helping them prepare for it.

To do the postwar spending on rehabilitation and improvements that they should, the railways will require both adequate earnings and new capital. To raise enough new capital, they will have to have a great improvement in their credit. Whether they will get it will depend on their net operating income (net earnings after taxes) both during and following the war. But it will also depend on the dividends they are able to pay and do pay on their stock. Experience has shown, and is very forcibly showing now, that large net earnings will restore their credit and enable them to raise new capital only if an adequate part of the net earnings made is used, and can confidently be expected to be used, in paying dividends on old and new stock.

Here are some comparative facts which are so significant as to be almost startling: The lowest average price of railway stocks reported by Dow-Jones on any day of government operation in 1918 or 1919 was \$74 and the highest \$93. In the year 1932 the railways as a whole incurred a deficit on total stock outstanding; and yet at the very bottom of the depression on August 31, 1932, the average market price of their stocks, as reported by the same authority, was \$36.53. In 1942 the railways earned net income averaging about \$10 per share of stock, and have thus far in 1943 earned at a still higher rate. But on June 12, 1943, the reported average price of their stocks was only \$35.56. The averages of industrial stocks were \$73.16 on August 31, 1932, and \$141.32 on June 12, 1943. No other figures could so forcibly show how railway credit has been destroyed and the necessity of restoring it.

The numerous railroad bankruptcies and near-bankruptcies within the last decade and a half demonstrate that railroad indebtedness and fixed charges have been too large and should not in future be increased by borrowing to raise capital for making even the most needed investments. Besides borrowing, the only means of raising money for rehabilitation and improvements are (1) earning it and (2) selling stocks to the public. And, assuming that a reasonably assured dividend of \$7 a share will enable stock to be sold for \$100 a share, \$1,000,000 of annual net earnings will pay enough dividends to make it possible, through the sale of stock, to raise and invest over \$14,000,000 annually of capital. In other words, the use of any given amount of net earnings to pay dividends makes possible approximately 14 times as much investment as could be made by putting the same amount of net earnings directly into the property.

But obviously the railways cannot do much financing by the sale of stock in the postwar period unless the Dow-Jones average of their stocks rises far above its present \$35 a share. And the reasons why it continues so low are plain. In the eleven years ending with 1930 the Class I railways paid dividends averaging \$366 million annually. In the eleven years ending with 1941 they paid dividends averaging only \$152 million annually. And even in 1942 they paid dividends of only





\$196 million from almost the largest net income in history.

Railway credit cannot be sufficiently restored to make it possible to raise capital by selling stock without a large increase in dividends. This is opposed during the war on the ground that it would be inflationary. But labor leaders and politicians who would most criticise increases of dividends during the war as inflationary are causing large reductions of railway net earnings by advances in wages which plainly are inflationary. And if the railways are not to have and use unusually large net earnings during the war to restore their credit, when are they going to restore their credit enough to enable them to begin large programs of rehabilitation and improvement which will help maintain employment immediately following the war?

In the eleven years ending with 1930 the Class I railways increased their investment \$7 billion. The effect this produced on employment is obvious. In the eleven years ending with 1941, when their net earnings and dividends were so much smaller, they made no increase in their investment. The effect this had on employment also is obvious.

If the government really wants them to help maintain employment in the postwar period, as it says, plainly it should apply to them policies during the war which will help them prepare to cope with conditions after the war.

The Voice of Experience

Attempts of politicians and reformers to throttle enterprise and waste the proceeds of the effort and thrift of private individuals—by which alone the well-being of a people can advance—are nothing new under the sun.

Over a hundred years ago in England, the historian Macaulay reviewed a work by Southey, the poet, who was a well-meaning reformer of the type of Mrs. Roosevelt, Adolph Berle and the sociologists of the National Resources Planning Board. Like New Deal "economists," Southey thought a large national debt was a good thing. He favored "a liberal expenditure in national works" as "one of the surest means of promoting national prosperity." He wanted the people to be rich in ornamental public buildings rather than in the vulgar commodities which the people themselves prefer to buy when spending is left to them.

Against Southey's New Dealism, Macaulay wrote: "It scarcely ever happens that any private man or body of men will invest property in a canal, a tunnel, or a bridge, but from an expectation that the outlay will be profitable to them. No work of this sort can be profitable to private speculators, unless the public be willing to pay for the use of it. The public will not pay of their own accord for what yields no profit or convenience to them. There is thus a direct and obvious connection between the motive which induces individuals to undertake such a work, and the utility of the work.

"Can we find any such connection in the case of a public work executed by a government? If it is useful,

are the individuals who rule the country richer? If it is useless, are they poorer?

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"Buildings for State purposes the State must erect. And here we think that, in general, the State ought to stop. We firmly believe that five hundred thousand pounds subscribed by individuals for railroads or canals would produce more advantage to the public than five millions voted by Parliament for the same purpose. There are certain old saws about the master's eye and about everybody's business, in which we place very great faith.

"There is, we have said, no consistency in Mr. Southey's political system. But if there be in his political system any leading principle, any one error which diverges more widely and variously than any other, it is that of which his theory about national works is a ramification. He conceives that the business of the magistrate is, not merely to see that the persons and property of the people are secure from attack, but that he ought to be jack-of-all-trades, architect, engineer, schoolmaster, merchant, theologian, a Lady Bountiful in every parish, a Paul Pry in every house, spying, eaves-dropping, relieving, admonishing, spending our money for us, and choosing our opinions for us. His principle is, if we understand it rightly, that no man can do anything so well for himself as his rulers, be they who they may, can do it for him, and that a government approaches nearer and nearer to perfection in proportion as it interferes more and more with the habits and notions of individuals."

This argument of 110 years ago against the policies of Southey prevailed. The world knows the outcome—an age of unprecedented advancement in wealth, in comfort and in the sciences, not only in Britain but also in America, and in all other parts of the world where the Macaulays rather than the Southeys were heeded.

History repeats itself. The Southeys have arisen again and are everywhere, among the people who are still free, preaching his doctrines, which are calculated to concentrate political power in the hands of the executive, as it was in England under the Tudors and Stuarts, and to put an end to advancement in supplying people with more of the goods which they, as individuals, really desire.

We note that the National Resources Planning Board has denied a statement by Dr. Harold G. Moulton that it favors government "deficit spending" after the war to carry out the huge program of "public works" it advocates. Dr. Moulton jarred it by demonstrating that continuance of "deficit spending" inevitably would cause uncontrollable postwar inflation.

But if not by "deficit spending," where does the Board expect to get the money? In the year ended June 30, 1940, before we began spending for war, federal expenditures were almost \$9 billion. The expected increase of the national debt during the war to \$300 billion would, at the present rate, increase interest on the debt by \$7 billion. which, added to those for 1940, would make expenditures \$16 billion. Adding even \$5 billion



for public works—a modest amount, indeed, for what the National Resources Planning Board proposes would make \$21 billion—almost equal to estimated tax receipts of \$24 billion in the war year ending June 30, 1943. And we cannot soon or ever reduce military expenditures to a pre-war basis.

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Obviously, therefore, the Board's program contemplates either deficit spending or postwar rates of taxation higher than at their present wartime level. But public sentiment would not tolerate continuance in time of peace of present rates of taxation. The first to rebel would be the New Deal's supporters among wage-earners, who receive the bulk of the national income. Therefore, the Resources Planning Board's program, if carried out, would inevitably involve the deficit spending which Dr. Moulton shows would cause postwar runaway inflation. What difference does it make whether the Board formally advocates deficit spending or not when it advocates a program which plainly would necessitate huge deficit spending?

Tank-Car Owners Need Their Mechanics

With the present critical condition in Eastern seaboard oil stocks it is vital that every tank car be kept in condition to carry loads from the producing districts to refineries and port areas in the East. This requires the maintenance of skilled working forces at every car repair point, not only on the railroads but also in the various shops of the tank-car owning companies. Personnel on the railroads is subject to draft deferment, under the essential occupation clauses of the Selective Service Act.

The personnel of private car lines is not so protected, although their employees are engaged in the same type of work. A car repairer is vital in the effort to keep tank cars rolling, and it does not matter what the source is from which he is paid, whether a railroad or a private car-owning company. The important problem is to keep cars repaired and moving.

One large oil company in the New York area is making repairs to one of every three cars received at its unloading racks. Repairs can be made only by men who have had the training needed to insure their ability to perform their work properly and return cars to service in safe condition to operate. Such men cannot be trained overnight nor even in the three-month exemption period allowed under the present manning table set-up of the War Manpower Commission. Railroads require a period of apprenticeship before they grant car repairer's standing to an employee; tank-car owners employ and train men in the same manner. One group is protected, the other is not.

Another company, also in the New York area, is now anticipating the loss of approximately 60 skilled men within the near future and replacements are not available. Reports made by the field inspectors of the A. A. R. Mechanical Inspection Department point repeatedly to the need for increased forces at repair shops and on rip tracks operated by tank-car owners in all parts of the country. Many of these reports go on to state that such labor is not available in the areas where it is needed.

Oil Coordinator Ickes, ODT Director Eastman and War Manpower Commissioner McNutt should get together on this matter. Defective tank cars cannot be used to carry oil. Mechanics are required to find and repair defects and their services certainly constitute an effective and needed contribution to the war effort.

Railroads Under Strain

As the days go by pressure on railroad plant relentlessly increases with no sign as yet of having reached a peak. Each day sees the plant wearing away as every part of it is subjected to more and more strain, despite the utmost efforts to keep it in serviceable condition. The Illinois Manufactuer's Association has addressed to Messrs. Byrnes, Nelson and McNutt a statement urging that the government departments headed by these men give attention to the need for providing more materials for repair and renewal of plant, as well as more manpower to lessen the strain on present forces.

Those forces are by everyone admitted to be doing a superhuman job with the means at hand but there are limits to everything. The Association points out that its members cannot do their part of the job in supplying war material without efficient transportation and that to prevent a breakdown of transportation more rails, freight cars and locomotives are necessary.

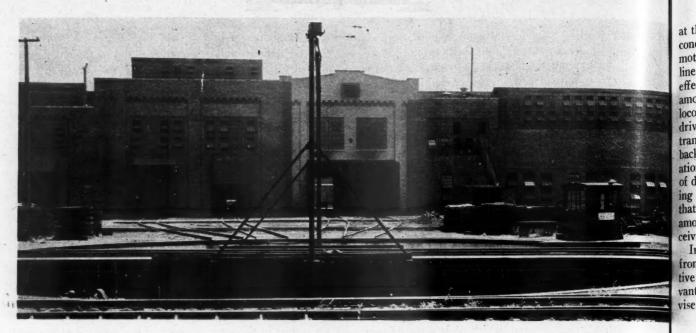
It is perfectly obvious that the present situation

-From the Wall Street Journal

of plant and working forces cannot indefinitely continue without danger of cracking.

It seems to this newspaper that the time is here for a careful study of it in the light of all the facts and what they indicate as to the respective present needs for material of the armed services and transportation, remembering that transportation is the common denominator of the whole war-making business. It finds it hard to believe that such a study would not disclose at least some possibility of diverting at least a modicum of steel to the latter.

The old maxim of "a stitch in time" seems to have force in this case. We can afford, perhaps, to view with some equanimity that kind of "depreciation" which accrues short of the point where service efficiency drops, especially as the carriers are accumulating the means to meet it hereafter, but repairs are quite another thing and so is deficiency in the *number* of service units. That both are problems which are rapidly becoming urgent is pretty clear. Why not explore them now?



Looking South across the Enlarged Turn-table to the New Finishing Shop (Center)

C. & N. W. Gets Good Results With Chicago Shop Improvements

Provision for the quick change of locomotive wheels and speedier finishing operations reduces unit repair costs and increases motive power availability

ITH the advent of new and heavier motive power, particularly the Class-H 4-8-4 type locomotives, on the Chicago & North Western a few years ago, the necessity of having more adequate wheeling and unwheeling facilities at the principal locomotive shop of this road at Chicago became apparent. Smaller power was handled by two 60-ton cranes in the stripping shop adjacent to the main erecting shop, but larger power,

Whiting 100-Ton Drop Table in a Partially-Lowered Position

including the 4-8-4, 2-8-4 and 4-6-4 type locomotives had to have wheel changes made by means of a single drop-pit at the Galena Division enginehouse, about 1,500 ft. east of the main shop building. Since locomotives given classified repairs were also sent to the enginehouse for finishing operations, firing up and testing, many manhours were lost by repairmen and supervisors going back and forth between shop and enginehouse and locomotives were delayed longer than necessary in being returned to service.

A program of improvement, planned and initiated in 1939, was completed in April, 1940, and included primarily, as shown in the drawings, the installation of a 100-ton drop table in the 2-track stripping shop which occupies one end of the wheel shop building M49; a new 2-track finishing shop M50-A, constructed in the 40-ft. by 189-ft. passageway originally left between M49 and the main locomotive shop M50; an 80-ft. turntable replacing a smaller table and designed for quick and easy movement of locomotives between the stripping or finishing shop and the Galena enginehouse. The drop table is a 3-section unit which can drop one, two or three pairs of driving wheels at a time and also accommodate the largest trailing trucks or Diesel locomotive power trucks. A feature of the finishing shop is special ventilating hoods to remove the exhausts from either steam or Diesel locomotives which are in the shop for repairs.

These improved facilities have fully demonstrated anticipated economies and are proving particularly valuable

Raily



at the present time because of the increased speed of reconditioning (with reduced forces) not only steam locomotives but Diesel power urgently required for mainline trains and switching service. Obviously, savings effected by the new facilities vary with the class and amount of power handled. On a Class H, 4-8-4 type locomotive, it was formerly necessary to remove the driving wheels on a drop pit in the enginehouse, then transport the locomotive a considerable distance to the back shop for removal of the trailer, and reverse the operation when rewheeling. As a result of this slow method of doing the work and the time lost by the men in walking between the enginehouse and shop, it is estimated that a total saving resulting from the improvement has amounted to \$242 per locomotive of this type when receiving general repairs.

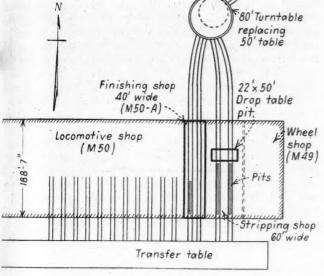
In addition, locomotives are returned to service in from two to four days less time, a vital factor when motive power is in demand. An important indirect advantage is that various department foremen can supervise the work of preparing locomotives for service without having to make frequent trips to the enginehouse and this close check on the progress of the work produces much more satisfactory results. Based on an average output of 18 locomotives of all classes a month before the war, it was estimated that the new facilities save over \$40,000 a year.

Description of the Shop Repair Facilities

The principal repair shop of the C. & N. W. at Chicago, designated building M50, as mentioned, lies in a general east and west direction about 5 miles west of the North Western passenger terminal in downtown Chicago. The main shop building is 188 ft. wide by 592 ft. long, the erecting bay being equipped with 25 transverse locomotive tracks pits, served by a transfer table and five 10-ton overhead traveling cranes, one for each repair gang. No particular change has been made in the subdepartments, such as machine, boiler and blacksmith shops where repairs are made to detail locomotive parts in the usual manner.

In the stripping shop M49, the two tracks are spaced 26 ft. apart on centers to give ample room for removing all locomotive parts and appliances, heavy parts being handled by means of a 10-ton overhead crane which operates on the same runway as the two 60-ton cranes used in unwheeling small locomotives. The south ends of both stripping tracks are equipped with pits for greater convenience in removing brake rigging, spring rigging, pedestal binders, etc. These pits extend almost from the doorways to the 100-ton drop table, which was furnished by the Whiting Corporation, Harvey, Ill., and installed at the location shown on one of the drawings.

The pit required for this table, which is one of the largest of its type in the country, is 22 ft. by 50 ft. by 16 ft. deep. The drop table is of 3-part construction, so arranged that an 8-ft. section, available for dropping a



General Lay-out of New Repair Facilities Installed at the Chicago Shops of the C. & N. W.



View of New Finishing Shop Located between the Main Shop (Left) and the Stripping Shop (Right)

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Two Locomotives Ready for Unwheeling in the Stripping Shop

single pair of driving wheels, can be enlarged to a 12-ft. section for two pairs of smaller wheels or an engine truck, or a 22-ft. section for three pairs of driving wheels or the largest Diesel power truck. The three table sections can be operated independently of each other and in combination used to drop complete single trucks of any one of the road's nine Diesel road locomotives; also, of course, readily handling Diesel switcher power trucks and the largest steam locomotive trailer trucks. The articulated trucks on Diesel transcontinental trains, serviced at the Chicago shops, are removed when necessary for wheel changes or other work by means of a long, but relatively shallow, drop pit on a through track at the Galena enginehouse, since the stripping shop drop table is not quite long enough for this operation and the layout will not permit handling two-car units in this shop.

The stripping shop M49 was built in 1918 at the same time as the main locomotive shop M50, and when it became evident that the 60-ton cranes were inadequate for handling large modern power which the railroad found it desirable to purchase and operate, the first plans contemplated installing new cranes of 125-ton capacity each. In addition to the cost of these cranes, however, a relatively heavy expense would have been involved in strengthening and elevating the crane runways slightly and raising the roof of the stripping shop in order to give the increased crane lift required in unwheeling large modern locomotives. In lieu of this plan, it was decided to build the 100-ton drop table, an operation which, in itself, saved approximately \$35,000 in cost.

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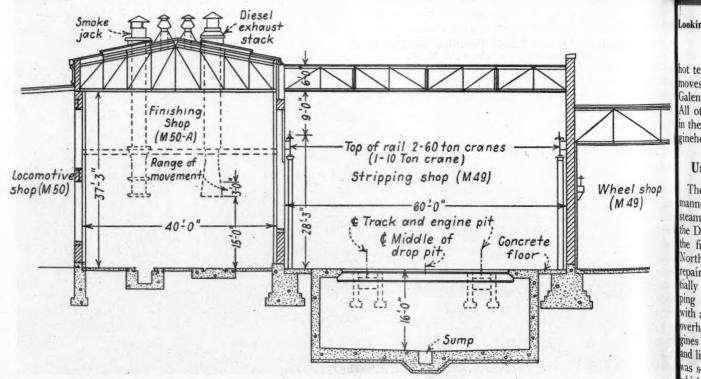
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How the Drop Pit Is Used

The general method of using this drop pit, in handling a Class H locomotive for example, is as follows: The locomotive (with the tender cut-off) is turned on the 80-ft. turn-table and hauled by cable extension from a car puller into either one of the stripping shop pits which may be available. The rods, brake rigging, binders, etc., are dropped preparatory to unwheeling and the locomotive is moved back over the drop pit where the driving wheels are removed, two pairs at a time. The locomotive is then moved so that the front truck can be dropped and a 4-wheel dolly truck inserted under the front end of the locomotive. The locomotive is again moved to bring the trailer truck and booster over the drop pit where the truck unit is taken out and a dolly truck placed under the rear of the locomotive. The locomotive is then moved over the transfer table to one of the pits in the erecting shop where necessary repair work is done. The operations in rewheeling the locomotive are the reverse of those described.

After being repaired and rewheeled, the locomotive is transferred to one of the tracks in the finishing shop M50-A which is essentially an open area, roofed over and provided with doors at each end. Two tracks in this shop are supported upon concrete slabs within the limits of the building and extend through from the transfer table on the south to the 80-ft. turn-table at the north. A pit is



Cross-Section Showing Large Drop Pit in the Stripping Shop and General Arrangement of Ventilating Equipment in the Finishing Shop



tem installed in the south end of one of the finishing shop tracks to facilitate underneath inspection and final adjustment work.

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The finishing shop is equipped with two smoke jacks for steam locomotives at the south end of the shop and one exhaust jack for Diesel locomotives at the north end, these jacks being of the telescoping type, with a 30-in. adjustment, so that they can be readily lowered directly over the locomotive smoke stacks or Diesel exhaust pipe, as the case may be. In addition the shop is equipped with two roof ventilators and 5-ft. exhaust fans, one in the north and the other in the south end of the building. These fans were installed after the construction of M50-A when it was found necessary to take additional steps to free the building of smoke and gases which rendered working conditions unsatisfactory for the final finishing operations and testing of either type of power.

Small steam locomotives are made ready for firing up in the finishing shop coupled to their own tenders, but the large Class H locomotive utilizes a temporary Class Z tender to supply the necessary fuel and water. After the



ooking South through the Finishing Shop-Diesel Exhaust Stack in Upper Foreground

not test, inspection and painting, the Class H locomotive noves over the turn-table under its own power to the Galena enginehouse for application of its own tender. All other locomotives, after being completed and tested n the finishing shop, are ready for movement to the enginehouse and assignment to regular service.

Use of New Facilities in Repairing Diesels

The improved facilities are used in essentially the same manner to repair Diesel locomotives as in the case of steam power, although it is not usually necessary to take he Diesel units as a whole into the erecting shop. When the first Diesel locomotive assigned to service on the North Western's "400" trains came to the shop for heavy epairs after 800,000 miles, the work was handled essenally as follows: The Diesel unit was run into the stripping shop, where one truck was dropped and replaced with a spare, the first truck going to the wheel shop for overhauling. Then, one of the two 1,000-hp. Diesel engines in the unit was disconnected from the generator and lifted out of the top of the unit by a 60-ton crane and has set on a shop dumpy, a 4-wheel truck, by means of which it was transferred, via the transfer table, to the extreme west end of the erecting shop, where space has



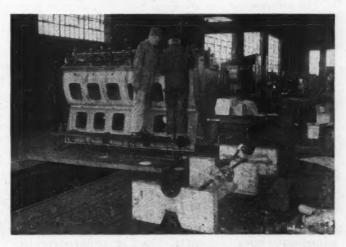
North Western Class E-4, 4-6-4 Type Locomotive in the New Stripping Shop

been provided for completely overhauling these locomotives.

On removal of the Diesel engine, the crane was used to take out the generator. A spare Diesel engine and generator were installed in the unit, other necessary repairs being made and the locomotive adjusted, tested and returned to service in a period of about four days. As soon as the first Diesel engine was repaired and a re-conditioned generator was available, the locomotive was again taken in shop and the second 1,000-hp. enginegenerator set removed and replaced, also the second truck. The 2,000-hp. Diesel locomotive unit thus had both of its power plants and trucks overhauled with a total loss of only eight service days. The Diesel engines are re-conditioned at the Chicago shop as stated, but, up to date, it has been necessary to send the generators to the Electro-Motive division of the General Motors Corporation for de-hydrating, checking and rebaking as necessary.

Shop repairs to the Diesel engine include: Removing the cam shafts for inspection and reconditioning; removing cylinder heads, liners and pistons for reconditioning or renewing; removing the crankshaft for inspection, checking bearings for wear or being cut-also for Magnaflux inspection; renewing gaskets throughout the engine to prevent oil and fuel leaks; changing timing gears and fuel injectors where necessary; reconditioning blowers and auxiliaries attached to engine.

Changing out one of the Diesel engine-generator sets of a locomotive and replacing it with a spare re-condi-



Diesel Engine Undergoing Repairs in West End of Locomotive Shop M50



tioned set requires approximately four days as mentioned—that is from the time the unit is run into the stripping shop until it is completed ready for service. The complete overhauling of a 1,000-hp. Diesel engine in the shop requires 12 to 14 days under the schedule set up, which involves a varying number of men and from one to two shifts working on the engine. Little special machinery or equipment is required except small tools, including a considerable variety of wrenches, gear pullers, cylinder liner hones, cylinder head valve reseating tools, etc.

Exclusive of the transcontinental Diesels operated by the North Western, the road has nine Diesel locomotive units, eight manufactured by the Electro-Motive Corporation, and one by the American Locomotive Company. Each of these units houses two 1,000-hp. Diesel engines. Thus, the road has in its nine Diesel units a total of eighteen 1,000-hp. Diesel engines. In addition, the road has one spare 1,000-hp. Diesel engine, which can be substituted for any of the sixteen 1,000-hp. Diesels furnished by the Electro-Motive Corporation.

The railroad has completely overhauled the first four units purchased, or a total of eight engines, after they had accumulated from 800,000 to 980,000 miles each, the outof-service time for each 2,000-hp. unit being only eight days, as mentioned, due to the availability of spare parts. It is contemplated that this program will be continued on other Diesel units in the ownership when they have accumulated sufficient miles to justify or warrant the re-

pairs.

The North Western sees no particular disadvantage in repairing both steam and Diesel power in the new facilities described in this article, the finishing shop, as now constructed, being relatively free of smoke, steam and Diesel exhaust gases, a highly desirable characteristic, regardless of what type of motive power is being over-

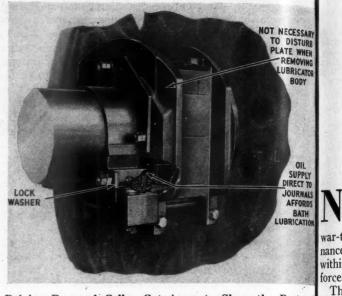
Lubricators For Driving Journals

ERFORMANCE records are now available which indicate that the principles of mechanical lubrication of driving-wheel journals incorporated in the Hennessy mechanical journal lubricators are both satisfactory

in service and economical in operation.

The outstanding feature of this driving journal lubricator developed by the Hennessy Lubricator Company, 75 West Street, New York, is a submerged pump of sufficient capacity to furnish an oil bath to the journal at all times while the locomotive is in operation. The pump is actuated by the lateral movement of the locomotive with respect to the axle operating on contact rods. Special wipers, held against the journal on the hub end, permit ample oil to reach the hub faces. A similar wiper and extension on the end plate of the lubricator prevents loss of oil on the inside of the driving box. In case of failure of the pump, the lubricating distributor holds enough oil so that journal heating will be slow and warning given before extremely high temperatures are reached.

The lubricator displaces the conventional cellar. Application does not require change to either the driving box or the journal. The unit is completely self contained, no adjustments being necessary. Attention required consists of the usual inspection and replenishing of oil after each run and removal from the driving box for thorough in-



Driving Box and Cellar Cut Away to Show the Parts of the Hennessy Lubricator

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spection of all parts and cleaning at intervals of from three tions to six months, dependent upon the service of the locomotive. Usually this work is done when tires are turned Valve oil is used during the summer months and heavy lubricating oil with a low pour test during the winter months or freezing weather.

On locomotives tested by the Pennsylvania at St. Louis Mo., in 1904, where grease lubrication and oil lubrication were compared, friction losses on driving journals and crank pins were reported 75 to 100 per cent greater with grease than with oil. Friction horsepower in percentage of indicated horsepower ranged from 7 to 22 per cent with

oil and from 15 to 27 per cent with grease.

The conclusions from tests made at Purdue University in 1906 on an Atlantic type locomotive weighing 90,000 lb. on the drivers were stated in a report presented by Prof. W. F. M. Goss before the American Railway Mas ter Mechanics' Association in 1908 as follows: "Accepting

(Continued on Page 1218)



Hennessy Lubricators Are Used on Driving Boxes of Heavy Power. The Ones Shown Have Given More Than 100,000 Miles of Trouble-Free Service

Southern Reduces Guessing in **Planning Material Needs**

Flexible system of records simplifies purchasing of maintenance supplies under war regulations and keeps stocks in line

TOTEWORTHY of the Southern's supply operations is the relative facility and exactness with which the railway has been able to comply with war-time rules in preparing applications for maintenance and operating supplies and keeping supply work within prescribed bounds, without depriving maintenance forces of essential materials.

This does not imply that the Southern's supply forces have not been inconvenienced by the scarcity of vital materials and the task of understanding and observing the changing and increasing number of rules and restricthree tions on the purchase, shipment and use of the materials controlled by war agencies. Like other railroads, they arned have been subject to the P-88 order and more recently the P-142 order, requiring railroads-since they became winter effective-to ask the War Production Board for authority to purchase given amounts of material each quarter, Louis, and to furnish detailed inventory and consumption figures, and these application forms have become more complicated and exacting with the introduction of the with Controlled Materials Plan for regulating the production entage and distribution of scarce materials.

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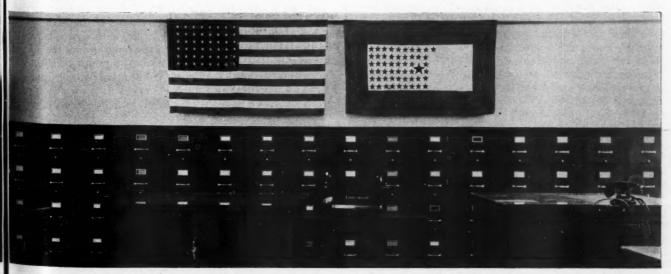
The Southern, however, has been able to adjust itself to the war procedures with a minimum expense and has avoided much of the confusion over requirements which 00,000 has attended the preparation of reports for maintenance supplies. Moreover, its applications for authority to purchase materials have been prepared completely and within the time required, without the necessity for special work at the storehouses; while the general storekeeper's office, where the reports are prepared, has managed to deal with the problem with little additional force.

The general offices of the railroad are located in down-

town Washington, conveniently within reach of the offices of WPB, ODT (Office of Defense Transportation) and the AAR (Association of American Railroads) by local telephone, or for personal interviews, and this has been advantageous in many aspects of the procurement work under war conditions. An efficient telephone system maintained by the railroad over its 7,500 miles of lines, over which storekeepers may communicate with each other instantly at any time of the day, has also been The Southern's success in adjusting supply work to war-time regulations, however, is ascribable chiefly to stock records which tell the general storekeeper what he needs to know about any item of material on the railroad at any time, and which can easily be shuffled for different combinations of information. In addition to these records, which reduce "guess work" in applications for materials, the supply forces also prize their method of keeping score on the orders the railroad places for scarce materials and on the progress of their shipments.

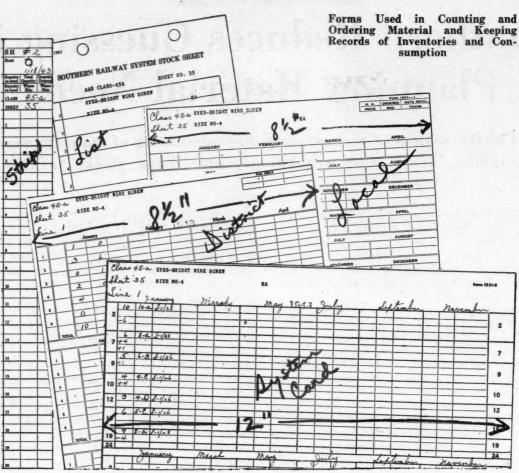
Handy Stock Records

The railroad has 24 storehouses for mechanical materials. Of these, seven are ordering storehouses which prepare requisitions for new materials to be purchased by the railroad, while the others apply to the ordering stores for their supplies. Each store has a printed list of every item of mechanical material that is carried on the railroad. This list consists of loose white sheets, 6 in. wide and 15 in. long, with 25 lines to a sheet; each line is numbered; the description of each item is printed; and the classification number of the material and the number of the sheet are printed at the top. These lists,



The Master Record in Southern Storekeeping where 37,000 Cards in Steel Cases, One Card for Each Item of Mechanical Stock, Are Instantly Available for Controlling Material and Planning Needs





which are prepared by addressograph and punched at the top edge for use in loose-leaf binders, establish a uniform identification of material over the entire railroad and are the base records for counting and ordering stock.

To count the stock on hand, a blank strip, $1\frac{1}{2}$ in. wide and 15 in. long, is used with the catalogue sheets. These strips are ruled crosswise, in line sequence with the catalogue sheets, and are divided by other ruled lines to form three narrow columns. The number of the storehouse, the date and the material classification and sheet number corresponding to the catalogue list are placed at the top of each strip when material is being counted, and the quantity of each item on hand is marked on the proper line. After the inventory is taken, the quantities on the strips are posted on a single item card record in which each card is identified by the catalogue line and sheet number, and carries a numerical record of stock previously on hand, ordered and received. The quantity of material to be ordered is calculated and marked on the strip opposite the amount shown on hand, and the strips are then sent to the ordering store as the record of material on hand at the local store and also the local store's request for additional material.

At the ordering store, single item cards of a larger size are kept, on which the inventory at each local store is posted from the strips received from local stores; also the quantity on hand at the ordering store as shown on the ordering store's own strips. The quantity on hand is totaled on each card and the amount to order figured, and this information is then entered on the strips which were used in counting the material in the ordering storehouse, whereupon the strips are mailed to the general storekeeper with requisitions covering the items to be ordered. Local stores use small cards, good for four years, and ordering stores use a larger card which is

good for two years. Each store carries only cards for the items in stock, and the stock at all points is counted every 60 days in accordance with schedules prescribing certain days for reporting similar classes of material. This distributes the work evenly throughout the 60 days and assures that all inventory records and material requisitions for the same class of material are available at one time.

37,000 Stock Cards

In contrast with local stores and ordering stores which keep cards only for the stock they carry, the general office has a card for every item of stock on the railroad. These cards are made of white semi-cardboard, 10 in. from top to bottom and 12 in. wide, with spaces in which to enter for each of the seven ordering stores the record of material on hand, the authorized amount ordered, the transfers (if any) to and from other stores and the amount received during the period as shown by shipping dates on invoices, together with the total on hand at all points and the total ordered each ordering period. Each card is good for four years, two years on one side and two years on the other, and they are filed vertically in steel filing cases where each card is arranged in line, sheet and material classification order, corresponding to the order in which the items are listed in the catalogue There are 37,000 cards, all contained in a single row of 25 four-drawer cases within arm's reach of a row of desks for stock clerks.

When strips for the same materials are received at the general office, they are placed side-by-side on a peg board so that the same line on each strip corresponds. The information on the strip is then posted on the stock cards, which are then compared with the corresponding

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material requisitions received from ordering stores, to check the quantities of material which were ordered or to arrange for the transfer of materials from one store to another, if possible, to fill needs without purchasing new material. Changes made in a requisition are marked in the corresponding line of a coupon, forming a part of the requisition, which is then detached and mailed to the ordering store for its use in correcting office copies or indicating the source of the materials to be obtained by transfer. Usually only eight days elapse from the time the stock is counted in storehouses to the time when the information is posted on the records in the general office.

Estimating Requirements

The value of this system of stock records grew when the government began to require applications for authority to purchase scarce material—since applications required closer estimates of the materials which would be needed by the railway months in the future and required the information about materials in new and varying combinations. Requirements of carbon steel, alloy steel, copper and aluminum—designated as "controlled materials"—must be reported in unusual combinations on a weight basis, with corresponding records of consumption and inventories, and other classes of materials must be segregated according to weight or feet; while still other materials, including materials and parts fabricated from metals, are applied for on the dollar basis.

With a stock record card for every item of material, the Southern's method of preparing applications for the classes of materials to be expressed by weight is to lay out one or more large sheets of ruled paper for each grouping of material, and list from top to bottom the classification number, sheet number and the line number of every item of material which each group must include. Stock record cards for these items are then removed from their cases and the layout sheets are marked to show the count at the beginning of the preceding quarter, the receipts during the period in question and the latest inventory, and these figures are converted to weight from the unit weights given on the stock record card, if necessary.

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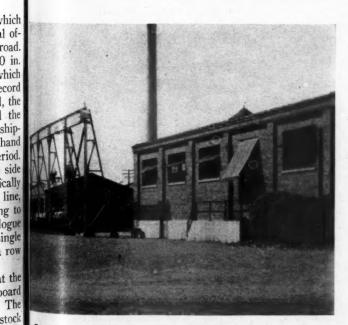
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Sub-totals of each group of material are then struck



Storehouse and Material Yard at Spartansburg, S. C.



Material Stands and Roadways at Spencer, S. C.

to obtain the weight of all items received and on hand, and the combined consumption of each group is calculated for use in the application. Application forms have prescribed as many as 47 groups of material, which have involved the use of over 3,000 stock record cards in consolidating the information. Usually two men work together in this operation, one man handling the layout sheets, while the other handles the stock cards. In actual practice, the cards are usually taken from the files in bunches and paged over without disturbing their order, since this takes less time than to pick the cards one by one out of the files and place each one back in its proper position later.

The stock record cards are used also in preparing applications for classes of fabricated and other materials which must be expressed in money. This work is usually performed by taking the railroad's monthly classified statements of materials on hand, received and issued, computing the value of controlled and other materials in each of these classes which are applied for on a weight basis and deducting the amount from the classified totals to obtain the approximate money value of the material in each class which must be applied for on a money basis.

Keep Score on Deliveries

As soon as applications for maintenance materials are returned to the railroad from WPB with the allotment for each group of material and with the priority rating which can be used in obtaining it, requisitions are made on the purchasing department for the materials. A side record is then set up for each group of material, showing the quantity which the railroad is authorized to obtain



during the period in question, the numbers of the requisitions issued against the allotment, the quantities ordered, the firm from which the material was ordered and the remainder of the allotment which is available for additional orders. Regular requisitions are grouped to simplify the clerical work for this record, but special requisitions are listed separately, and the quantities shipped are posted from the invoices received from sellers. This procedure keeps the store from overrunning allotments and furnishes a check on deliveries. The Southern tries to get as much as possible of this material under the A-1-j priority, and, under the plan outlined, has succeeded in obtaining about 75 per cent of this material that way.

Until recently, the Southern used a system of material classification which did not correspond fully with the classification of materials recommended by the Purchases and Stores division of the A. A. R., and the latter classification was adopted November 30, 1942, as a means of further simplifying the work of observing procedures which were based, in part, on the A. A. R. arrangement of materials. The conversion required the re-arrangement of some material at storehouses, printing of new catalogue lists and the remarking of many stock cards; but with the single item cards, it was a simple procedure to re-arrange the stock records at all points, and all work

was completed at a cost within \$5,000.

Many of the stock cards have also been marked recently to include the unit weight of items where the weight is required for estimating purposes. With these slight changes, the system has met all demands upon it for use both in controlling stock and furnishing information needed for ordering mechanical materials, and the record is now being extended to include all stocks of lumber and timber carried by the railroad. The \$3,563,-000 of mechanical stock on hand November 30, 1942, represented only a 55-day stock on the basis of previous consumption within the inventory prescribed by WPB.

The Better 'Ole

At his two most recent press conferences the President has defended the Administration's plan for food subsidies on the ground that nothing better is in sight. Opposition to this plan, he told the reporters, reminded him of a story popular during the last war. It was the story about the British soldier who preferred to stay even in a poor shelter

till he found a better 'ole .

We got into it [i.e., the hole] largely because the President and his advisers failed at a sufficiently early stage to recognize the great dangers of wartime inflation and failed to take sufficiently courageous action to avoid those dangers. With the President's approval the War Labor Board has continued month after month to authorize wage increases that have added enormously to the excess purchasing power which is the real cause of inflation. With the President's approval the Treasury has failed to present to Congress a tax program which would siphon off some of this excess purchasing power from the hands of the particular individuals who have enjoyed the largest relative increase in incomes. .

In the present case the best road toward a better 'ole is back along the road by which we got into this one, however politically painful such a course may be. This means an end of the constant wage increases which the War Labor Board is still handing out, taxation that will drain off new purchasing power where it actually exists and some form of additional taxation to discourage the purchase of a dwindling supply of consumers' goods.

-From the New York Times.

Driving Journal Lubricators

(Continued from page 1214)

the oil lubrication as a basis of comparison, it appears that at 20 m.p.h. the loss of power resulting from the use of grease is slight, so small in fact as to be almost negligible, but as the speed is increased the loss is increased and at 60 m.p.h. it amounts to from 140 to 160 hp. The equivalent coal loss, assuming 4 lb. of coal per hp. hr., is some-

thing more than 500 lb. per hr."

Heavy journal loads, high speed and long runs have all increased the difficulty of lubricating driving journals with grease. As loads and speeds increased, the use of a harder grease became necessary. The higher melting point has caused the grease in contact with the journal to bake over or dry out, thus causing a further rise in temperature and increased wear both on bearings and journals, and increasing the development of heat checks in driving-box

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A series of 12 4-6-6-4 locomotives on which Hennessy lubricators were initially installed and which operate in high-speed heavy-duty territory have accumulated more than 1,200,000 miles of service. With grease lubrication, experience on the road on which these locomotives are used indicates that the main bearings would have been taken down for renewal three times and would have had all journals out at least twice within that period of service It is estimated that the saving in material and labor approximates \$40,000. No trouble has been experienced with heating on any of the journals. During the month of December, 1942, the average oil consumption for each locomotive was 21.5 gals. in tender boxes, driving boxes, and trailer-truck boxes. This represented a lubrication cost of less than 50 cents per 1,000 locomotive miles for all driving journals.

A locomotive of the 4-8-2 type, one of six in high-speed passenger service, has made 265,000 miles and, although the tires have been turned, no crown bearings, with the exception of one renewed because it became loose, have been replaced or turned. On this same locomotive it has

not yet been necessary to turn the journals.

A 4-6-2 type locomotive with driving journals equipped with Hennessy lubricators ran 100,166 miles with an average journal wear of 0.008 in. from the nominal diameter of the new journals. In the following 90,191 miles the wear from the time of the first measurement averaged 0.034 in. This represents a total average journal wear of 0.042 in. in almost 200,000 miles of passenger service. While this mileage was being accumulated, no work was required on the crown bearings and no journals were turned.

Electric locomotives of the 2-8-2 + 2-8-2 type which formerly used approximately 500 cakes of grease a year are now operating with lubricator-equipped drivers at an oil cost of less than 50 cents per thousand miles of service. In addition, these locomotives, which formerly required inspection at intervals of about eight hours, now require inspection only once in 36 hours. They are making about 25 per cent more mileage now than when lubricated with

Hennessy lubricators have now been applied on 28 railroads to motive power used in all classes of service. The savings effected by oil lubrication of driving journals are in the cost of lubricant; reduction of labor expense associated with the provision and renewal of grease cakes and reconditioning of screens, and elimination of the necessity of inspecting driving boxes at intermediate terminals on long locomotive runs.

Raily

C. & E. I. Tests Foamite Equipment In Putting Out Oil Fire

Demonstrates feasibility of using hot water from Yconnection to injector branch pipe of road locomotives which can get to fires with minimum delay

WING to the greatly increased number of tank cars loaded with petroleum products, now in daily operation on American railroads, the problem of minimizing losses caused by oil fires in cases of derailment is engaging the attention of railway officers to a greater extent than ever before. Primary emphasis, as always, is placed on correcting equipment, roadway and all other conditions which may result in derailments. In addition, various forms of fire-fighting apparatus are being tested and means developed to get fire-control equipment and forces to the scene of fires with the least possible delay.

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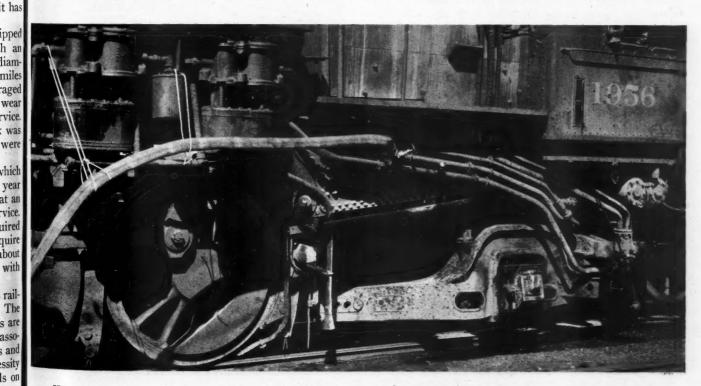
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With this end in view, the Chicago & Eastern Illinois recently secured from the American-LaFrance-Foamite Corporation a Model 15 Foamite generator which was shipped to the Danville, Ill., shops of the C. & E. I. and arrangements made for an elaborate test. This type of equipment has demonstrated its effectiveness in quickly getting oil fires under control, but the object of the test at Danville was to show whether or not it would work equally well using relatively hot water at high pressure from a Y-connection to the injector branch pipe of a road locomotive. Many C. & E. I. locomotives are already equipped for a fire hose connection to the branch pipe, thus increasing the probability of one of these locomotives

being near any derailment and oil fire which might occur on the line and therefore in a position to reach it in the shortest possible time.

How the Test Was Conducted

In preparation for the C. & E. I. oil-fire extinguishing test, conducted at Danville, a pit about 20 ft. square was dug and partly filled with water, two barrels of fuel oil being poured on top of the water. The Foamite generator was set up about 30 ft. from the pit and connected by 500 ft. of $2\frac{1}{2}$ -in. rubber-lined hose to the branch pipe of a locomotive located some distance away on an adjacent yard track. From the Foamite generator, a 100-ft. section of hose and nozzle was used to play on the fire which was started, quickly reached its peak and was extinguished in 47 seconds after first starting to blanket it with the Foamite stream. Ample water pressure was available up to 175 lb. and, in fact, during one of the tests, after about one minute of operation, the hose burst between the locomotive and the Foamite generator, indicating the desirability of some sort of pressure-limiting or relief valve in this line. The water temperature, while reaching about 150 deg. F. at the Foamite generator, was not too hot for the operation, as the fire was put out promptly. A view of the test



Hose Connection to the Injector Branch Pipe Y Equipped with a Shut-Off Valve and Pressure-Indicating Gage





When the Test Oil Fire Was First Started

pit before and after the fire is shown in the illustrations, also a close-up of the Foamite generator and of the hose line extension to the Y-connection which is welded into the injector branch pipe of the locomotive. The two small gages illustrated were installed to show the water pressures before and after leaving the Y-connection and temperatures were taken by means of a special thermometer located at the generator.

The C. & E. I. plan for using this fire-fighting equipment is to locate Foamite generators, together with the right amount of hose and play-pipe and a quantity of Foamite powder on the wreck derricks which are located at several strategic points on the railroad, although it is not expected that the wreck equipment will be used primarily in fighting fires. In case of an oil fire, the plan is to load the Foamite generator, which weighs only 40 lb., about 600 ft. of hose, a play-pipe and about 800 lb. of Foamite powder on a caboose and make a run to the scene of the fire, water being supplied from the locomotive branch pipe. This use of road locomotives and cabooses for fire service is required principally due to the fact that the speed of the wreck crane is not high enough to get to the scene of fires with the desired speed.



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The Foamite Generator and Hose Equipment Used in Extinguishing the Fire



The Test Oil Fire Is Well Under Control

New Government Bill of Lading

Revised form is harmonized and combined with a freight waybill form which provides all essential information previously contained on both documents

THE Comptroller General of the United States, in collaboration with the railroads, has prescribed a revised United States government bill of lading form, harmonized and combined with a freight waybill form which provides all of the essential transportation, traffic, and accounting information previously contained on both of these documents.

It is a basic five-part combination set of forms, consisting, in the following order, of: (1) U. S. government bill of lading—original; (2) U. S. government bill of lading—shipping order; (3) U. S. government freight waybill—original; (4) U. S. government freight waybill—carrier's copy; (5) U. S. government bill of lading—memorandum. All parts are prepared by the government department at one writing, with such additional memorandum copies as are required by the administrative officers of the government.

Waybill Easily Completed

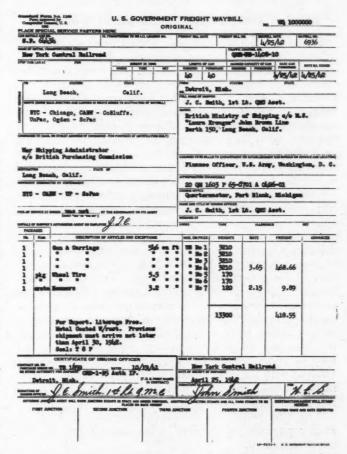
The shipping order has been made the second part of the set to facilitate completion of the waybill. It is a simple matter for the carrier agent at origin to complete the waybill forms by inserting in the appropriate spaces on the shipping order and copying through to the waybills, the car initial and number for carload freight (if not shown by shipper), loading number for less carload freight, waybill date and number, car data, destination station and state, carrier's routing, rate, and freight charges, and any other information essential to the transportation of the shipments and the service to be given thereto. The various forms included in this combination set are arranged so that the shipping order, government freight waybill-original, and government freight waybill -carrier's copy, are in that order in the set after the original government bill of lading has been signed and detached. Thus the information necessary to complete the waybills can, if desired, be typed on these three parts of the form.

The waybill is almost immediately available at the time the bill of lading is presented, and no delay should occur inforwarding the shipment from the origin station. Under the new arrangement there is available with the car complete and correct information essential to the transportation, reconsignment, diversion, control and delivery of the shipment, for the services required by the government; and for the subsequent determination of the correct transportation charges. Thus the arrangement is expected to be of substantial advantage both to the carriers and the government.

Errors formerly occurring in transcribing information from the shipping order to the waybill will be entirely eliminated, as the waybill is prepared at the same writing with the bill of lading, and the complete data appearing on the bill of lading as supplied by the shipper are now available on the waybill.

More than ever before has it become necessary for the waybill to contain all of the information which is con-

tained on the government bill of lading. With the heavy movement of military and lend-lease supplies, it has become increasingly necessary for government authorities to control and regulate these movements while they are in transit and after arrival at destination. The carriers have in the past been urged by various government departments to record on the waybills much of the information on the government bills of lading, which is not essential to the transportation or delivery of freight or the assessment and collection of the charges, and which ordinarily



The New Waybill Which Contains All Essential Transportation, Traffic and Accounting Information

would not be transcribed from shipping orders to waybills. Many government shipments are stopped or held for the purpose of directing arrivals at ports of embarkation or otherwise, and to accomplish this it is necessary to identify the shipments while enroute.

Control stations manned by representatives of the War Department and the carriers have been established at a number of strategic points, to which information necessary to identify these shipments is relayed. Oftentimes this information will not include the car initial and number, but rather some other reference such as the government bill of lading number, the contract number, etc. In many

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cases it is found that knowledge as to the final consignee and destination beyond the port of embarkation is neces-

sary for identification.

It is essential, therefore, that the waybills traveling with the cars show sufficient information to identify the shipments on the basis of the information furnished by government authorities elsewhere. The failure to record on the waybills the contract or order numbers and the complete marks, etc., which are on the government bills of lading may cause serious delay to railroad equipment and to war material; and serious results, which have been eliminated by the new arrangement.

The inclusion of such information and the correctness thereof due to the elimination of errors in transcribing is automatically accomplished without the necessity of specific instructions to origin agents of the carriers. requirement of the Office of Defense Transportation in General Order ODT No. 16 for recording of ODT block permit numbers on waybills covering shipments to the port areas is a specific example of one of the situations which is fully met by the adoption of this new arrangement.

Prompt Distribution of Shipment Possible

There is readily available to the consignee the full information necessary for a prompt distribution of the material and release of equipment. . The receiving officer of the government department at destination now has available to him, through the destination agent of the delivering carrier, complete information (on the original waybill) with respect to the shipment, even though there has been delay in forwarding the original bill of lading or memorandum copy of the bill of lading. Thus the receiving officer is in a position promptly to accept and distribute the material. The waybill gives him such information as the contract number, purchase order number, marks, authority for shipment, consist of lading,

Complete information also remains available to the delivering carrier subsequent to the surrender of the original government bill of lading to the certifying of-ficer of the government department. This is important, because many certifying and disbursing officers of the government require that contract numbers or government appropriations chargeable, as shown on government bills of lading, be recorded also on accessorial bills before they can be certified for payment. Such information will now be contained on the government waybill-original (lodged with the destination carrier), and on the government waybill-copy, which remains on file in the origin line's accounting department.

The new set-up is, therefore, expected to result in earlier payment of carriers' miscellaneous bills against the government.

Better Check on Land-Grant Rates

Many of the carriers' bills are rendered at commercial rates or at land-grant deductions on the basis of information on the original government bill of lading, which was not heretofore shown on the waybills. The original government bills of lading accompany the carriers' bills rendered the government departments and are finally lodged with and retained by the General Accounting Office. The new arrangement provides railway accounting officers with a complete and permanent record of government freight movements for settlement and adjustment purposes. Heretofore there was no document available to the destination carriers to support railroad contentions for charges based upon the provisions of section 221 of

the Transportation Act of 1940, i.e., the partial repealer which left land-grant deductions on movements of military freight and personnel.

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The government is now the largest single shipper in the country, and it prepares bills of lading for thousands of shipments daily. The insertion of the waybill forms into this combination set will prevent a waste of manpower on the work of transcribing the bill of lading information to the waybills. With government traffic on the increase, it has been estimated that thirteen million government bills of lading will be issued during the next twelve months.

The new arrangements also include features designed to simplify the preparation of carriers' bills against the government. On government shipments, the original government bill of lading is surrendered by the carrier's

Form approved by Comptroller Consersi, U. S. U. S. GOVERNMENT BILL OF LADING MO 1000000 S.P. 64434 DO NOT WRITE IN THIS SPACE QMR-WB-1408-10 New York Centrel Railroad 14/25/42 14/25/42 40 40 J. C. Smith, 1st Lt. QMC Asst. British Ministry of Shipping c/o M.S. "Laure Kreuger" John Brown Line War Shipping Administrator c/o British Purchasing Commission Finance Officer, U.S. Army, Washington, D. C. Beach, Calif. 20 QM 1603 P 65-0701 A 01/26-01 J. C. Smith, lat Lt. QMC Aget. was not eu ft pkg SPECIMEN 15500

The New Bill of Lading Form, Showing (at Right) the Definite Space Provided for Use of Accounting Officer of **Destination Carrier**

agent at destination; and under government regulations, it must accompany the carrier's bill for transportation charges, as prepared on U. S. Public Voucher Form No. 168.

Now a shortened procedure has been developed. On the new government bill of lading form, a definite space is provided for the use of the accounting officer of the destination carrier in stating the amounts due from the government. In this space there is recorded opposite the separate weights, information required as to class, gross and net rates, and the amount of transportation charges.

Public Voucher Form No. 1068 has been revised (new Form 1113) to provide two columns, one for the recording of the government bill of lading number, and the other for the amount of the charges. The information will be taken directly from the original government bill of lading,

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approximately 25 of which can be listed on the voucher. This shortened procedure thus provides for accumulating the total charges on each government bill of lading; eliminates considerable typing on the voucher form; and provides for the recording of a greater number of bills of lading thereon than was possible heretofore.

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dent Contrasts in Traffic Of the Two World Wars

By H. W. Siddall*

'N World War I, when men were drafted into the service, they were sent directly from their homes to a cantonment where they received their training. Upon the completion of their training, they went from the canonment to the port from which they sailed for Europe. Therefore, the average soldier in World War I made two ailway trips: (1) From home to the training center; and (2) from the training center to the port of embarkation. That was not universally true, but it was the rule.

In World War II, the training arrangements are speialized to a far greater degree, and men are moved a reater number of times before reaching the battlefields. The minimum number of trips a selectee makes by railvay is four, but in many cases this is increased to six or ight, depending on the special training he may receive. In World War I, all shipments were made from Atlantic ports. In this war, shipments are made from all orts. As the greatest population density is in the East, he average length of haul for a soldier in World War I vas considerably less than in this war, because there are o many men who must be handled transcontinentally for mbarkation at Pacific ports.

Troops Travel More Than in 1917-18

During the first 12 months of World War I, the railvays of the United States handled 2,734,527 troops, inluding inductees, while in the same period of the present var, they handled 11,641,838 troops, or more than four imes as many as in the previous war. During the month November, 1942, the army delivered more than 11/2 nillion troops to the railways for trips ranging from a ew miles to 3,000 miles. Of the 11,641,838 troops moved by rail in the first 12 months of the present war, lmost 60 per cent traveled on special trains. It is estinated that 21,000 special passenger or mixed trains were noved during that period, besides the freight trains needed

These figures concerning the total carriage on the railways include only those organized movements for which pecial arrangements had been made between the war epartment and the railways; they do not include the nany individuals and small groups who are constantly noving back and forth on official business; or the millions f men on furlough handled by the railways. The furhugh traffic in this war is much greater than it was in

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With the vast army which is moving, vast supplies re needed for food, equipment and housing. Thus, the oilitary bureaus are also involved in the freight move-

*Chairman Transcontinental Passenger Association, Western Passenger ssociation, Chicago. This article is an abstract of a paper presented rently before the transportation section of the Western Society of

ment, where freight is transported with the troops. The military bureaus arrange for the gathering and the placing of the freight equipment at the same time they arrange for

the troop movement.

To give some idea of the amount of freight and the number of troops moving overseas in the first 12 months of this war, approximately 900,000 men were embarked for overseas, compared with 367,000 in the same period of the last war. During the first year of our present war, 10½ million tons of army freight were shipped overseas, compared with only 134 million tons during the first year of the last war. These changes relate solely to United States army freight, and do not include any of the military supplies which have been furnished to our allies. So far, army freight dispatch has been divided almost equally between the Pacific and the Atlantic and the Gulf ports.

Mechanized Warfare Needs Mass Transport

Cargoes carried today place sharp emphasis on the increased mechanization of war. For example, the quantity of petroleum products shipped overseas in the first 12 months of the present war was more than 80 times that shipped in the first 12 months of the last war. Instead of horses, mules and forage, the forces overseas now receive trucks, tractors, bulldozers, gasoline and oil. During one year of the peak movement of freight in the last war, the railways handled 111/4 million short tons of army freight, whereas during the first 12 months of the present war, the figures were approximately 41 million tonsmore than 3½ times a greater load.

With such a heavy movement of freight and of passengers on the railways, one might expect to see congestion. To prevent this, "regulating stations" have been set up by the war department at various points in the United States, and the railways and the Office of Defense Transportation have also set up organizations, whose duty it is constantly to watch the flow of traffic moving over all railway lines, so that if too much traffic is being routed over one railway or through one gateway, some of it is diverted to other railways or gateways, to insure a smooth flow of traffic via all routes, and thus avoid delay

in the handling.

This means that those who have to do with the routing of the freight traffic and the routing of troop trains, must be thoroughly familiar with the conditions existing from day to day on each railway and through each gateway. So far this has been done successfully, and the indications are that it will continue to be done successfully. work is being done successfully primarily because it is being handled by private management, fully aware of all of the problems involved, and fully informed of the correct operating methods. The contrast between the lack of congestion in this war, compared with the serious congestion existing during World War I speaks aloud for the efficiency of the railways at this time.

The amount of railway equipment available in this war is considerably less than in World War I and, with the greatly increased traffic, that is a serious problem. Within the last 30 days, however, a new scheme has been developed, which should help considerably in the movement of troops. I refer to the building of about 1,200 troop sleepers and 400 mess or kitchen cars. These troop sleepers will increase the sleeping-car accommodation capacity for troops by about 40 per cent. These troop sleepers and mess cars will be controlled centrally and distributed through the Pullman Company, as that is the only organization in this country which is set up to



handle a nation-wide arrangement for distribution of

passenger equipment.

This war has shown definitely that without the railways, without the railways in good condition, and without an esprit de corps among the officers and employees, this country would be the happy hunting ground for any

The railways are indispensable in this war. They are doing a chore which no other industry can perform. They have the confidence of the country in their achievements, and we hope that that confidence will continue after the war clouds have passed away.

Blimp Hangars Point to New Uses for Wood

OR some time the navy has been engaged in the construction of the largest structures ever to be built entirely of timber. While this feature, in itself, is sufficient to make them of more than passing interest, the fact that in plan they have overall dimensions of 1,060 ft. by 297 ft., and a clear, unobstructed, interior area of 1,000 ft. by 237 ft., with a clear height of 153 ft., marks them as of surpassing interest to the structural engineer and at the same time points to new possibilities in timber engineering.

Another feature of real interest possessed by these hangars is that all of the timber entering into their construction, more than 3,000,000 ft. b. m. for each structure, was pressure-treated with a mixture of ammonium

and boron salts to make them flame-proof.

Use Catenary Arches

These buildings, which are located at strategic points along three sides of the country, are designed to house the navy's non-rigid, lighter-than-air, air ships, commonly known as "blimps." The clear area is obtained through the use of catenary arches having a clear span of 237 ft. and a height of 153 ft.; the total height of the building, from the floor to the apex of the roof on the monitor section, is 171 ft. The timber arches measure 19 ft. from inner to outer chords at the base, and 13 ft. 7 in. at the crown. The arches, which are spaced at 20 ft. intervals, are supported on concrete A-frame skewbacks, the enclosed bases of which form rooms for shops and other

The timber roof decking is 2-in. T. & G. plank, which is covered with composition roofing. The floor is of

While these buildings have no direct connection with, or relation to, railway structures, they disclose possibilities that it may be profitable for railway engineers to study, for they were not built as temporary or makeshift structures to be dismantled when the need for them has passed, or to be torn down and replaced by less inflammable materials when they become available. On the contrary, they were considered from the beginning and designed in their own right as permanent structures.

Obviously, arches of this size would not have been a practical possibility, even if they were a possibility, without the use of timber connectors, the ring type of which was used at all joints. An illustration of how this device relaxes the restrictions formerly placed on timber structures was mentioned by the War Production Board

in its discussion of these blimp hangars, in the statement that "the highest wood tower that could be built before the development of this improved technic was limited to 80 ft. Height was restricted because of the weakness of the supporting joints. With the strength-utilizing property of the timber connectors, however, wood towers meeting all engineering requirements and specifications may now reach a height of 300 ft." Continuing, the War Production Board stated that "a typical example of steel conservation accomplished by the use of this improved method of wood construction is its effectiveness in the construction of a navy blimp hangar. This structure could not have been built of wood by ordinary methods without the use of timber connectors."

Among the lessons which designers of railway structures can learn from this experience is that the saving in structural steel has been enormous, because timber, used with one pound of steel in the form of timber connectors and the bolts, washers and incidental hardware necessary to form the joints, takes the place of 13.4 lb. of structural steel. In this way, more than 30,000 tons of steel were saved in the newly-opened Douglas cargo transport as

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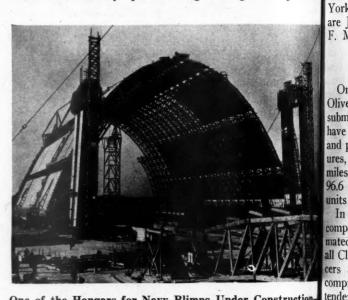
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One of the Hangars for Navy Blimps Under Construction These Hangars Are the Largest Structures Built Entirely of Timber

sembly plant, the world's largest factory built of wood In the case of the blimp hangars, the War Production Board stated further that "If this had not been built of wood, a total of 2,050 tons of structural steel would have been required," and added, "approximately 200,000 ton of structural steel have been saved by the use of timber in a single military construction program."

Another lesson that designers of railway structures ca learn from the construction of these hangars is that fir hazards can now be greatly reduced by methods of flame proofing that have been developed in the last few years and which have been applied on a large scale, principally by the navy, only since the outbreak of the war. While flameproofed structural timber was selected originally for the purpose of conserving steel, yet, from the standpoin of design and engineering interest, it became merely inco dental that 2,050 tons of steel were saved in each of th hangars. It is pointed out in this connection, also, that timber can be flameproofed and at the same time give preservative treatment to protect it against decay, an can still be painted in much the same manner as untreate

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Op Wage Hearing at New York

Union witnesses appear reluctant to discuss the high hourly earnings yielded by mileage rates—Stress hardships

EARINGS by an "emergency board" on the demand of the transportation unions for an increase of 30 per cent or \$3 per "day" (i. e., per 100 or 150 miles run) were continued at Grand Central Termistructual, New York, during the past week. As reported in ing in last week's Railway Age, counsel for the unions is E. J. used Flynn, Democratic boss of Bronx county, New York; a political affiliate of President Roosevelt; unsuccessful aspirant for the ministership to Australia, who is in this case revealing himself for the first time as a legal expert were in the field of railway labor relations. Chief counsel for the railroads is J. Aronson, vice-president (law), New York Central. Members of the board hearing the case are Judge W. P. Stacy, Professor I. L. Sharfman, and F. M. Swacker.

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More Figures from Mr. Oliver

On the third and fourth days of the hearing, E. L. Oliver, statistician for the brotherhoods, continued to submit evidence purporting to show that railroad wages have not kept pace with increased work, responsibility and physical hazards. On the basis of 1936 I. C. C. figures, he showed that by 1942 traffic units (revenue tonmiles plus three times passenger-miles) had increased 96.6 per cent, and total wages 64.2 per cent; but traffic units per dollar of wages were up but 19.7 per cent.

In the matter of manpower, and again using 1936 for comparison, Witness Oliver said there was only an estimated 19.6 per cent increase by 1942 for employees of all Class I roads (this being exclusive of executives, officers and staff assistants). Transportation employees, comprising freight, passenger and yard service and switch tenders and host ers totaled 293,000 in 1942, up 25.1 per cent from 1935's 234,194. Freight service employees were estimated to have increased 27.6 per cent; passenger service, 3.1 per cent; yard service, 34 per cent, and switch tenders and hostlers, 13.1 per cent.

A seventh exhibit of Witness Oliver's was designed to show the physical hazards of transportation as compared to outside employment, while a final exhibit recalculated 1942 revenues and expenses of Class I line-haul railroads on the basis of assumptions which eliminated the Ex Parte 148 freight rate increases and increased wages of transportation employees 30 per cent. In such a set-up, as it was arranged by Mr. Oliver, the 1942 net railway operating income, after taxes, wage increases and rate

decrease, would have been \$1,228,000,000.

Much of Mr. Aronson's cross-examination of Mr. Oliver was an unsuccessful effort to get the witness to talk about earnings of train service employees per actual our on duty. The railroad counsel proposed a hypothetical case of a passenger conductor reporting for duty at 8 a. m., going to his destination and returning, covering 400 miles in 71/2 hours. He asked the witness to break down for him that day in money received and the hours actually worked. Mr. Oliver said he couldn't do that, explaining that he wasn't a "railroad time keeper." Mr. Aronson suggested it might be clearer if they would

take the case of an engineer. The witness said he might be able to if it were extremely simple and included no allowances, guarantees, etc. Mr. Aronson suggested the case of an engineer who traveled 200 miles in a day, accomplishing the traveling in 5 hours time. He did not refer to the running time of 5 hours, but five hours from the time the engineer went to the roundhouse, reported for duty, put on his overalls, until he came back and took off his overalls. "Now let's have 5 hours and 200 miles. Is that pretty simple?"

Mr. Oliver replied he could give the example of 120 miles in 4 hours. From his basic daily wage rate table, he indicated the engineer would receive \$7.82 pay. When asked how much for the four hours he replied that the

man "was paid for 120 miles, or \$9.38."

Mr. Aronson then said, "So far this man has worked 4 hours that day. Let's double up and have him working 8 hours and covering twice the 120 miles. would be 240 miles in 8 hours, from time reporting for duty until released at the end of the run. Still is simple arithmetic." Witness Oliver replied, "I can't answer that."

The witness was next questioned about the table he had submitted showing average annual earnings for transportation employees for 12 months. This table took each month as a basic unit, found all men who were on the payroll for 1 day or 10 days or 30 days, added up that total. "Not only deaths, retirements, resignations, quits, men inducted into military service any time in the month would be included?" queried Mr. Aronson, to which Witness Oliver replied that "any man paid would be included." This number he admitted was larger than one which would be arrived at from the I. C. C.'s mid-month

Several Employees Fill One Job

Another of the Oliver exhibits had referred to number of transportation employees in 1941, classified by amount of annual earnings and number of months of service. Cross-examination disclosed that if business improved in December and additional men were employed, they also would be included in this annual sheet, that if one man stepped out in April and another man took his place, two men would be counted; if that second man died and a third man took his place, three would be counted. The same table showed 48 men working in each of 12 months "You don't for a total yearly earnings of under \$50. want the Board to think that \$2,633 reflects accurate average compensation for men in 12 months do you?" asked Mr. Aronson. Replying "yes," the witness added that he thought it fair to include all earning under \$1,500 because they were numerically greater than those earning over \$3,600.

Mr. Aronson called attention to another chart which Witness Oliver had used to support his contention that the burden of the anti-inflation program has been unequal in its effects on transportation employees as compared with skilled steel workers and all manufacturing



employees. But Mr. Aronson pointed out that, according to the Oliver chart, railroad employees are now paying more in federal income taxes than skilled steel workers, and that the income tax for the manufacturing group shown was "so low it represented a thin line" only on the chart. In other words, said Mr. Aronson, "the more the salary the more the income tax." Payroll deductions on this chart also showed more for the railroad transportation employees than for the other two groups, said Mr. Aronson, and the cost of living block is very much higher than the cost of living increase for either of the other two groups. Hence the logical conclusion is that the railroad workers are receiving higher incomes.

Concerning the Heller Committee Budget which had been submitted to show that railroad workers are not able to meet increased living costs and war bond payments, etc., under their present wage scale, cross-examination disclosed that while Witness Oliver had laid much stress on this particular budget, yet he said he was not familiar with the average income per family in the United States, nor did he know the percentage attaining the

Heller Budget amount.

With respect to the Oliver exhibit designed to show that hazards in transportation service were greater than in other employment, Mr. Aronson asked the witness if he were familiar with the I. C. C.'s 1927 figures which had reported casualties per million man-hours as 39.9 for that year and which had dropped to 20.23 for 1942. "Is that so discouraging?" Judge Stacy observed that Mr. Aronson and Witness Oliver got along very well until

they came to arithmetic.

The second witness called by Counsel Flynn for the brotherhoods was David B. Robertson, of Cleveland, president, Brotherhood of Locomotive Firemen & Enginemen. He said that the employees' morale, accident rates, the shortage of manpower in industry, evidence of physical overwork and the like have a very direct bearing on the service railroads can give to the nation. Today there is a greater turnover among employees than ever before, said Mr. Robertson, there being between 1,000 and 1,500 every month in his brotherhood alone. He attributes this partly to men coming into the industry today who would not have thought of it years ago, some doubtless impelled to serve because they feel it a war industry, and then leaving because of the hazards they discover.

Another problem which confronts his men, Mr. Robertson went on, is that though conditions are not what they are in peace times, nevertheless a man must still work on a peace-time basis. To begin with, "he has to buy a railroad watch" at a cost of \$85 to \$100. In many instances of over-night runs, men have been unable to find housing and very often find it impossible to get anything to eat, particularly where army camps are located

nearby.

"Our people have been very much alive to the need and justification for increase in our wage rates for some time past," he said, adding that the pay had never been enough. Members have a growing feeling they are being discriminated against, as though they were being told their efforts are not as essential to national welfare as those of other industries, where those men are being rewarded in pay rises. Witness Robertson observed that there appears to be a national expression of appreciation for the good job the railroads are doing today in handling the trains. His men are in no small measure responsible for this service, and they keenly resent railroad managements' failure to dispute the attacks being made on railroad men by the press.

One reason for the shortage of manpower on the rail-

roads, he suggested, is that before a man can earn a dime as a fireman, he must work as a student for some time on the locomotive in order to learn enough about the job to enable him to take the place of a regular man. This may take from two to three weeks, depending on how soon the engineer in charge will declare him ready.

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Working conditions on the railroads, in Mr. Robertson's opinion, are less attractive than in many other industries. He mentioned irregular working hours—which may be all-day and all-night, Sundays and holidays, leaving railroad men to find little time to enter the social life of their community. It seems to be traditional for railroads, he said, to expect a greater degree of service and efficiency than is demanded in other industries. He added that in many instances where it is necessary for a train to "run through" the 16-hour legal limit is ignored.

Robertson Shies at Hourly Earnings

In his discussions of wage scales Mr. Robertson was careful to insist that the men "work by the mile, not by the hour." He said that while many average 50 or more hours actually worked each week they are being paid for 65 hours.

Mr. Robertson's observations convince him that prices have risen far more all over the United States than the government has admitted. He said that food must be up 45 per cent and called that "extremely significant" for a railroad man who must work hard and so requires hardier food. The \$25 per month claimed for away-from home expense is insufficient in these days of longer runs and increased cost of living, he said. Moreover, there are the increased taxes and payments for war bonds.

Explaining that the Office of Defense Transportation is comprised of railroad officers, not labor officials, Mr. Robertson related the case of a man who had complained to ODT that on a recent long run he had been unable to get sufficient sleep. ODT referred to the man's schedule and said that he was on a side track for three hours and

should have slept there.

In cross-examination, Mr. Aronson inquired if the brotherhood has any record of members who go into the armed forces, and wondered if that would not account for a considerable number who drop from the pay rolls. Mr. Robertson replied that in recent months the numbers have been greatly reduced, no doubt due to deferments. Mr. Aronson also pointed out that while the witness had given two to three weeks as a student period for firemen, actually there are some who go on the payroll after three days.

The railroad counsel further brought out that where a fireman "runs through to Buffalo, say, into a second division, the rate of pay will be the 100 miles for his own division plus 120 miles for the second, or 220 miles will constitute the basis of pay for the trip." The railroad company "doesn't save any wage money," he observed, "by the men running through." The witness countered that it costs the fireman more money, since he may have to buy two or three meals at the turn-around point

and also maintain a room.

Mr. Robertson stated he was not familiar with exhibits presented by Witness Oliver. When asked if he were "familiar with the evidence he showed for number hours on duty or number hours paid for during the first ten months of 1942," he replied: "We don't admit we are paid on an hourly basis," adding that all their comparisons are made on a "daily" basis.

H. W. Fraser, president, Order of Railway Conductors, and the third witness to take the stand for the broth-



erhoods, said that from a survey made in 1938 the average years of service necessary for standing on the conductors' seniority roster was 28.9 in the East, 29.2 in the South and in the Western territory, 27.8. For a brakeman, the average was 19.6 in the East, 15.3 in the South and 15.4 in the West. Advancements and promotions, he said, are accomplished through years of efficient service, and, as in the case of the firemen, conductors are subject to preliminary training. They enter service as a brakeman, and the training of one to two weeks is to determine the aptitude of the man, and to acquaint him with the elementary requirements of the job. It is impossible to really train him in that time.

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Stressing what he appraised as tight requirements for either getting or holding the job, Witness Fraser remarked that physical tests are required periodically, and that if a man fails in eyesight, color perception or hearing, no matter how long his service record, he is immediately out of a job. He mentioned "lean years," too, when there is a period of falling traffic and a man must wait long to acquire sufficient seniority to obtain regular work. While on the job, he said, conductors are strictly "on their own." To them are entrusted many lives and hundreds of thousands of dollars worth of property. The witness outlined in detail the duties of a freight conductor in order to correct any notions that the job was simple.

"Irregularity of meals and rest is a characteristic of transportation service," Mr. Fraser went on. Congestions around terminal areas often prevent men from getting in or out of terminals and delay them for two or three hours, thus cutting into their rest period, he added. He put average hours in freight and passenger service at about 50 a week. As Mr. Fraser views the wage proceeding, the men are seeking "a rightful proportion of the earnings they are helping to produce."

Cross-examining, Mr. Aronson asked how many days' pay a man would be granted for 75 hours' work, using a passenger train with a 50-mile-an-hour average speed as an illustration. The witness replied, "He would get 3,500 miles." Mr. Aronson asked how many basic days that was and the witness replied that in passenger service it was 3,500 miles divided by 150. Mr. Aronson remarked that would be "over 22 days basic pay for those 70 hours." The witness replied, "You are still sticking to your hours and I am still sticking to miles." Mr. Aronson inquired if "we are going to get figures showing what men in different classes of service earn during each hour of service," and Mr. Fraser replied, "No, our men will testify to the miles."

Fourth witness for the brotherhoods was T. C. Cashen, president, Switchmen's Union of North America, who said that switchmen have always been in a "receptive mood" for an increase, and likened them to the "forgotten man." Theirs is ordinarily a hazardous job, which becomes increasingly so in war-time, partly because of the numbers of new workers, Mr. Cashen said.

Members of his organization, he continued, are working a large amount of over-time, some doing 80 hours or longer in a week. "They are certainly getting more work out of each switchman than ever before." This top speed cannot be continued indefinitely by men who have reached 50. Where formerly they worked with "one foot in the air part of the time, now they're getting the other foot up."

An exhibit was introduced, contrasting a switchman's wage on Class I roads with the pay of switchmen employed by the Ford Company and the Wyandotte Terminal Railroad Company. For the railroad the figure was \$7.84, in the case of Ford, \$10.24, and for the Wyandotte

Terminal, \$10.08. Mr. Cashen said his men were resentful of this wage disparity.

Remarking on the cost of living increase as it affects the switchmen, he said his men are amazed at the low figures put out by the Bureau of Labor Statistics for prices throughout the country, and added, these men "just can't find those stores." Witness Cashen made a survey among switchmen to determine just what the men were paying for work clothes. Whereas the Bureau of Labor Statistics had reported a 25 per cent increase over January, 1941, he found the men reporting from 42 to 105 per cent jumps in the cost of overalls, gloves, raincoats, work caps, rubbers and work shirts.

Running an Engine a "Profession"

H. K. Roadcup, a Louisville & Nashville engineer from Covington, Ky., and also local chairman of the engineers' brotherhood, gave an account of his years in railroad service. He entered as a fireman in 1917, and in 1923 became an engineer, and said that the time spent in preparing himself to become an engineer was comparable to the study needed to enter a profession such as law or medicine. Citing what he called some of the difficulties of the job (long hours on duty and insufficient rest), Witness Roadcup mentioned exposure to heat and gases when trains enter tunnels. In the case of an engine being spaced a number of cars behind the lead engine, dirt and dust is a particular annoyance. He said the expense of a trip which took a man away from home 40 to 50 hours was about \$7.

Counsel Flynn asked the witness: "Why do you think you are entitled to an increase?" The witness said when he started firing he went through a period of education at his own time and expense. Considering the value of the freight and the equipment he handles, delivery for which he is solely responsible, he feels he receives a very small sum as compared to "other professions."

Mr. Aronson questioned the witness as to the division of his time between active railroad service and Brotherhood duties. Mr. Roadcup said he was unable to recall any full month he put in as locomotive engineer, but that the preponderance of his time is spent on active duty as an engineer. Mr. Aronson said he was "interested in the arduous aspects" of the job as presented by the witness, and wondered if Mr. Roadcup had it all to do over again if he would still be an engineer. The reply was "yes," because "a railroad man is born, he isn't made." Mr. Aronson suggested, "As a matter of fact you glory in these hardships." The witness disclosed his railroad pay last year amounted to \$2,479 and the money paid him by the brotherhood totaled \$1,600.

R. E. Edrington, first assistant grand chief of the Brotherhood of Locomotive Engineers, testified, while railroads may argue that many engineers make money in a comparatively short time, that these men probably represent no more than 5 per cent of the entire group. "We will never be properly paid," he said, "unless we advance percentage-wise with other industries." Nor did he feel it fitting that the carriers should single out a fast run, where a man who had, possibly, 40 years' service might make more in less time than he formerly could. Such runs he considered a "just reward."

The railroads, the witness went on, require of engineers about the same fundamental requirements they do of executives, and he emphasized aptitude and physical fitness. For the same good judgment that an engineer must exercise, the railroads, observed Mr. Edrington, pay large salaries to their executives. Intimating they



"would never be given anything by the railroads," he added, "anything we get we have to take away from them."

Under cross-examination, Mr. Aronson took up the point of the "top thin layer," the 5 per cent class referred to by the witness. "Am I correct in understanding," he asked, "that your brotherhood is including that 5 per cent for an increase in pay, however?" Counsel felt that since this was the case, surely "that entitles us to bring

out compensation for all groups."

A. E. Johnson, an engineer on the Pennsylvania's New York-Washington run, appeared for the brotherhoods. This trip into the Sunnyside, Long Island, yards represents a distance of 232 miles. Length of time on duty may vary from 6½ hours to 8 hours. There are normally 45 engineers in this service, of 1,009 engineers on the Maryland division roster. An extra engineer may be held at Sunnyside from 2 to 16 hours, and if no return run develops he is dead-headed back to his home terminal, for which he will receive the minimum rate of a basic day for the class of engine used in that service. For a regular man the time required for round-trip is from 20-22 hours. Board Member Sharfman asked what the engineer would be paid for this trip. The witness replied \$8.34 for each 100 miles.

The witness explained he gives generally about four days per month to brotherhood committee work. Counsel Aronson pointed out that, despite this time off the job, Mr. Johnson's earnings had been \$356.36 for January, \$277.58 for February and \$341.76 for March. Mr. Aronson also noted that the round-trip pay would be \$38.70, and that the average trips were 10 a month. Witness cited there were only 48 engineers out of some thousand in that division who were receiving this pay.

Lays Off 3 Days, Earns \$445 in April

Donald S. Whitney, locomotive engineer on the Southern Pacific, said he was proud of his occupation, that he had tried always to do his best and he "still feels he isn't paid enough." He stated he was mostly in mountain service, and that there was "more tension" involved in this type of service. Cross-examination developed that with a lay-off of three days in April of this year, his

earnings had been \$445.

Frank P. Moore, engineer on the Santa Fe's "El Capitan," who said he was "64 yesterday," described railroading in the desert, where temperatures have soared to 140 deg. and where cloudbursts may strike without warning. His run covers the 170 miles between Barstow and Needles, Calif., with the running time of 3 hr. 30 min. westbound, and 2 hr. 53 min. eastbound (Barstow to Needles). With 14 round-trips per month, Mr. Moore said his compensation is "roughly \$440." Counsel Flynn inquired if an engineer's throttle foot was affected while operating a Diesel under such conditions of heat. The foot burns and becomes swollen, according to the witness, and most of the engineers keep their shoes unlaced. Locomotive Engineer Rogers of the St. Louis-Southwestern disclosed that down in his country gasoline trucks frequently cross railroad tracks and prove a worry to the man in the cab. B. Bernstrom, who pulls ore trains for the Great Northern, said that each year from 1909 to 1936 when navigation closed he had been taken off the engineers' list and returned to firing. His run to the Messabe Range represents a round-trip of 243 miles, covered in 16 hours. They handled 29 million tons of freight in 1942, he said, as compared to 13 million in 1913 and Mr. Bernstrom added that wages have not "kept pace" with increased tonnage.

D. J. Mackerley, Erie engineer, who works mostly in local suburban passenger service, revealed that men in this service operate over particularly congested territory, and work on the 8-within-10-hour basis (often being required to give the maximum of 10 hours per day's pay). In railroad service 36 years, cross-examination revealed he is local chairman of the brotherhood. He does not receive compensation for the latter work. Railroad pay for the first 15 days of January, 1943, amounted to \$145.97, and \$161.98 for the remainder of the month.

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George Terrell, engineer for the Belt Railway of Chicago, explained the peculiarities of his service, stating that it was strictly a yard and transfer road. The rates of pay are on an hourly and daily basis, predominantly \$8.53 and \$8.70 for yard service and \$9.25 and \$9.40 in transfer service per eight-hour day. He said he had been set back on the fireman's roster five different times in his 21 years as an engineer, and observed he "didn't know of any other industry where the setbacks are as drastic" as in railroad service. He disclosed he is local and general chairman of the brotherhood on that prop-Mr. Aronson, in cross-examination, pointed out that whereas an engineer on the railroad would go back to firing during slack periods, he "could not imagine anything more drastic than being completely laid off," as is the case in countless industries.

Henry K. Gelger, yard foreman for the Atchison, Topeka & Santa Fe, and in continuous service over 22 years, detailed the duties of men in transfer service. He said he had been told by men who resigned from his road that the switchman's job was "too hard a racket for too little money." Yardmen's terminal work week involves seven days' assignments of 56 hours, though it is not exceptional to put in 70 or 80 hours a week on two railroads in Chicago. He stated under cross-examination that "like 100 per cent of the railroad men, in spite of the hardships and responsibilities and discouraging angles of our occupation, nevertheless we love it. We wouldn't trade jobs with the best man in New York."

Joseph Daoust, road freight conductor on the Duluth, Missabe & Iron Range, outlined his duties on ore trains. The ordinary time in service each year is dependent on Great Lakes navigation. Usually this shipping season lasts about six months. Pay on this road includes all terminal delays in addition to actual miles run. In Janu-

ary, he said, he received \$282.87.



A Buffalo-Bound Fast Freight Train Leaves a Good-Looking Stretch of Roadbed Behind It on the Lehigh Valley's Main Line, a Few Miles West of Penn Haven Junction, Pa.



Eastman Defends Joint Action in Making Rates

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WASHINGTON, D. C.

A SSERTING that such complaint as there is about the rate-making machinery of the transportation industry of the country has its source, "not in the shippers of the country, but in the lawyers and economists of the Department of Justice," Director Joseph B. Eastman of the Office of Defense Transportation appeared before the Senate Committee on Interstate Commerce on June 15 and 16 to comment upon the bill before the committee—S.942, introduced by Senator Wheeler, Democrat of Montana, providing for regulation by the Interstate Commerce Commission of joint action by railroads and other forms of transportation in rate-making—and also to shed some further light upon the behind-thescenes activities which led to suspension of grand jury proceedings in Chicago in which the antitrust division of the Department of Justice was apparently undertaking court action to upset long-standing rate-making processes.

Mr. Eastman's appearance at the hearings followed extended testimony by a group of Department of Justice representatives, the general theme and character of which has been reported in *Railway Age* of May 29, page 1097, and June 12, page 1186, and briefer statements by two spokesmen for the Tennessee Valley Authority and one for the Automotive Council for War Production.

Wheeler's Bill Opposed

Unlike Arne C. Wiprud, chief of the antitrust division's transportation section, who concluded the statement of the Department of Justice June 10 with a revelation that the department was engaged in formulating its views on the bill to be put before the committee at some later time, Mr. Eastman was at once able to tell the committee that he was opposed to the provisions of the proposed legislation in the form in which they were drawn.

Mr. Eastman's statement was in three parts. First, he entered into what he termed "a general preliminary discussion" of "certain basic facts and principles with respect to the rates charged by transportation companies, particularly railroads, and their relation to the general public interest." This discussion, he pointed out, was a consequence of the testimony detailing the results of the exhaustive investigations of the Department of Justice which led to grand jury proceedings at Chicago and Denver, Colo., which representatives of the department had so presented that "this hearing has taken, in some degree, the form of a transfer of the trial of the issues of that investigation from the court to this committee."

To the "notion" of the Department of Justice, as he summarized its position that rate bureaus now exercise a control over rate-making that prevents "free and unhampered competition in rate-making by the individual carriers acting independently," so that the bureaus are in effect the real makers of rates, Mr. Eastman submitted to the committee eight reasons for holding a contradictory view.

Competition Can Be Destructive

Because railroads are, to a very considerable extent, natural monopolies, he said, meeting competition from other railroads or other forms of transportation at comparatively few points, there are thousands of communities which would be at the mercy of a single railroad, except

for public regulation, "if rate bureaus and associations did not exist and rate initiation were wholly the function of the individual railroads." Moreover, he pointed out, "the long experience of the country with competition" has taught that the shippers who are able to take advantage of competition benefit from it in proportion to their size. "If I know anything from experience with certainty," he continued, "it is that we rely upon competition as the governing factor in the determination of freight rates by all types or any type of carrier, the benefits will go to shippers in proportion to the size of the 'traffic club' that they can wield."

That there is such a thing as "destructive competition" is recognized in the National Transportation Policy enunciated in the Transportation Act of 1940, Mr. Eastman reminded the committee, and to prevent such competition the Interstate Commerce Commission has been given the power to prescribe minimum rates. At this point Chairman Wheeler asked whether the witness approved of collaboration between railroads and truck operators to increase truck rates to the rail level, of which he said evidence had been given the committee by the Department of Justice. Mr. Eastman answered that on a general scale that evidence was entirely contrary to fact, since railroad rates instead have been driven down to the truck rate level.

When Senator Wheeler pursued this point further, the witness reviewed the situation in which the "blitzkrieg" alluded to by Department of Justice witnesses developed. In 1940 southern railroads effected substantial reductions in l.c.l. rates through classification changes to meet truck competition, he pointed out, and the roads in Official Territory had under consideration similar classification changes that would have affected about 7,500 articles and would have resulted in wide-ranging rate reductions. This prospect terrified the truck operators, he said, and they hastened to file increases with the commission to bring their rates to the rail level. After investigation, the commission allowed the l.c.l. increases but suspended the truckload increases, he added, and the truckers later withdrew them.

Railroads Have Had to Reduce Rates

Reading from a Department of Justice exhibit a statement that profits on truckload movements were so great the operators were "afraid" to give the figures to the I.C.C., Senator Wheeler asserted that such rates ought to be reduced so the public could benefit. To this Mr. Eastman replied that it does not follow that all rates above a level required on a cost basis should be reduced, since there are also rates below the cost level. Rates of competitors are bound to come to parity, he went on to say, and the only way in which rates of competitive forms of transportation can be kept on different levels is through use of the minimum rate power of the commission, which the commission is "very reluctant" to exercise. There has been keen competition between the truck operators and the railroads, he assured the committee, and this competition has resulted in railroad rate reductions all over the country.

Continuing his outline of arguments against unrestrained competition in rate-making, the ODT director suggested that the country requires in a rate structure not only consistency, comparative simplicity, and freedom from discriminations, but also a reasonable degree of stability, a thought which, he said, has been voiced "time and again" by shippers. Through regulation the shipper is protected against unreasonable charges and discrimina-



tion, he continued, and the carrier is maintained in a position to function efficiently and meet growing demands for its facilities. The alternative, he pointed out, is government ownership, with complete elimination of competition. The "rule of rate-making" embodied in the Interstate Commerce Act provides not only that the commission shall establish rates at the lowest level consistent with adequate service, but also that the rates must be sufficient to provide revenues on which the carriers can function effectively, he remarked.

Carriers' Duties Require Joint Action

"It must be evident to any reasonable man," said Mr. Eastman, "that the carriers cannot respond to all the duties imposed by law, if each individual carrier acts in a vacuum. It is a situation, under all conditions, which plainly calls for consultation, conference, and organization and for many acts of a joint or co-operative character; and this seems, in effect, although some of the testimony might suggest otherwise, to be admitted by the Department of Justice. For my own part, I have no doubt whatever that organizations of the carriers, such as have been described by the witnesses which have preceded me in general serve a very useful purpose and are desirable in the public interest. They save much trouble for the shippers, as I believe the shippers will tell you. In saying this, I do not mean to imply that these organizations are not subject to abuse or that they should not be brought under some measure of public regulation."

Carriers' rate bureaus are not new organizations, the ODT director pointed out to the committee. Moreover, he added, "the shippers of the country are well organized and are very much alive to their own interests, as they have repeatedly demonstrated. If the rate bureaus and the like had, over their long history, been the source of grave abuse which prejudiced seriously the interests of the shippers, you may be sure that long since there would have been an uprising and that this situation would have been made clear to you by a heavy tide of complaints pouring into the commission and into the Congress of the United States. If there has been or is such a tide, it has somehow escaped my knowledge."

Another allegation of the antitrust division, said Mr. Eastman, is that the little shipper is virtually at the mercy of the rate bureaus, and that, to protect him, the competitive initiative of individual railroads must be freed from what is asserted to be the suppression of competition by these bureaus. "You can be assured," he went on to say, "that the shippers of the country, of practically all types, are effectively organized and are watching these tariff changes all the time. They know when their interests are adversely affected, and they have recourse to the commission at such times."

Present Rates Not Too Profitable

Of the claim that the influence of competition in rate-making is on the wane, so that it has become practically a monopolistic procedure, he remarked that, on the contrary, until the war traffic load developed, competition was far more prevalent than at any time in his experience, as a result of the growth of highway transportation. Throughout the depression, he said, "the commission was engaged much more in the regulation of competition than in the regulation of monopoly, endeavoring to exercise some stabilizing influence and to respond to the policy of Congress." The fact that rail rates and truck rates are often the same is the natural result of competi-

tion, he pointed out, and is not inconsistent with the fact that such competition has been productive of many reductions. The shipper is more interested in rate relationships than in rate levels, he explained, adding that the general level of rates hasn't produced exorbitant profits for carriers of any type.

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Concerning the much-discussed grand jury proceedings in Chicago, Mr. Eastman summed up the grounds upon which he said the Department of Justice proposed to subject officers of carriers and rate bureaus to a series of grand jury investigations and criminal prosecutions in the midst of the war emergency, quoting at some length from a memorandum prepared by Thurman Arnold, then assistant attorney general, which had been introduced into the record by the Department of Justice. "I do not agree that those statements come within measurable distance of the facts," he told the committee. But if they did, he added, they propose no alternative to the existing machin-ery except "the free sway of competition," at a time when there is no competitive incentive for reducing rates. Under the present procedure, however, government agencies have been able to secure many reductions to meet wartime conditions, he pointed out, submitting for the record a 14-page list of proposed changes of this nature, most of which had been approved.

Arnold's Views Disposed Of

Mr. Arnold's memorandum, said Mr. Eastman, he regarded, "for the most part, as a collection of partisan and extreme conclusions and inferences from factual premises which were, to a considerable extent, incomplete or inaccurate."

The Attorney General, Mr. Eastman pointed out, issued a public statement on November 12, 1942, to the effect that the Department of Justice contemplated prosecution of certain "flagrant abuses" of the rate-making machinery, involving coercive practices, but did not propose to investigate or to disturb the "existing normal and established activities of rate bureaus and conferences." when the proposed indictments were sent to him for review, he said, they appeared to be "plainly attacks on the general method of initiating rate changes with the aid of representative carrier organizations, conferences and agreements, and would thus create what the Attorney General had described as 'disturbance of existing normal and established activities of rate bureaus and conferences," which he wished to avoid." Mr. Arnold's argument that competition would lower rates if rate initiation were taken out of the hands of the rate bureaus and left to the individual carriers was, Mr. Eastman remarked, ' unsound." For such reasons, and others which he explained to the committee, and already in evidence in correspondence presented as exhibits, he objected to presentation of the indictments at Chicago, he said.

Referring briefly to the so-called Western Commissioner agreement, discussed by antitrust division representatives at earlier meetings of the committee, Mr. Eastman remarked that he had known of that agreement at the time it was formulated, that he was convinced "it had no sinister purpose," and that there "never was any secret about it." Saying that, in his honest judgment, the plan never accomplished much, he added that he sympathized with its general idea, that is, "to put a brake upon competitive waste and extravagance." Incidentally, he remarked, in the Emergency Railroad Transportation Act of 1933 the carriers were enjoined to create such committees.

The contract between the major air lines and the Rail-



way Express Agency, a subject of considerable discussion by Department of Justice representatives, was touched upon by the witness in answering questions of committee members. For the air lines to turn to the R. E. A. for pick-up and delivery service was natural, he told the committee, and he went on to assure them that the air lines are not under the control or domination of the railroads. With all the air facilities that will be available for the development of air cargo service after the war, he added, a "little contract" between the air lines and the express agency "won't stand in the way" of such development.

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Outlining his position on the bill under consideration, Mr. Eastman said that the carriers, in order to fulfill the duties and obligation imposed on them by the Interstate Commerce Act, "must be in a position to consult, confer, and deal collectively." The bill, he went on to say, apparently was drawn by one who "has no confidence in regulation by the Interstate Commerce Commission, or the state commissions, and deems such regulation to be largely a matter of form rather than substance. . . His ideal would be a situation in which the carriers would remain at arm's length and refrain from joint action with respect to rates, and in which the initiation of rates would be solely the function of the individual carriers with competition exercising full sway. . . . Having no confidence in the Interstate Commerce Commission or its procedure, he would relegate it largely to the role of a master of ceremonies. The big stick in the background, designed to keep the battle royal [of the individual carriers] going, would be the Sherman Act wielded by the Department of Justice."

Rate Bureaus Are Essential

His own view, said Mr. Eastman, is that rate bureaus "are essential to the orderly and economical publication of rates and many other activities of the carriers that must be co-operative and collective. . . . Those that think railroads and motor carriers, either or both, can readily be brought to agreement upon anything which limits their respective competitive opportunities have not been close to their conclaves.

"I regard competition as of value, and do not wish it to be eliminated," the ODT director emphasized, "but in transportation I deem it of more value in service than in rates, and I know that in the absence of control it can be as dangerous as monopoly to the public interest. I regard protection of income and the opportunity to earn a reasonable return as of critical importance, if private ownership and operation of transportation facilities are to be successful and preserved."

At the conclusion of Mr. Eastman's testimony the committee recessed to June 21, when the appearance of representatives of shippers and carriers is scheduled to commence. In the course of the June 16 hearing, however, Chairman Wheeler remarked that there was a question in his mind whether any legislation for rate bureau regulation would be passed at present.

John P. Ferris and A. D. Spottswood, of the staff of the Tennessee Valley Authority, appeared at the June 14 session of the committee to discuss at some length the viewpoint of that agency concerning rates, and particularly inter-territorial class rates, the general nature of which had been made public in reports of T. V. A. studies of this question in 1937, 1939, and 1942. Kenneth A. Moore, manager, traffic division, Automotive Council for War Production, on the same day appeared in support of the general purposes of the bill, suggest-

ing certain modifications in its provisions and pointing out that it would impose additional administrative burdens on the I. C. C., with additional expenses.

Too Much Power in Industry, Says Wiprud

Except for revealing its position on the proposed legislation, the Department of Justice completed its appearance before the committee June 10 when Mr. Wiprud promised a later statement on that matter. "At this time," he told the committee, "we can only state that this bill, S.942, or any bill similarly designed to legalize rate-making conferences, would vest in the transportation industry a power greater than that ever heretofore delegated by the Congress to any industry. It has been said that these private rate-making conferences exercise power coextensive with that of the Interstate Commerce Commission; but, as we have seen, they have in fact even greater power, for they determine, with few exceptions, what rates for transportation shall, or shall not, be filed with the commission and thus become the 'lawful' rates. And of the rates so determined and filed, the commission reviews about one per cent. Clearly such extraordinary powers should not be lightly given.

At another point he remarked that "the rate-making machinery of the railroads is a very much more complex organization than that of the motor carriers; it is a mature institution with established and well-recognized ways of doing business; in moving to its appointed goal of replacing all individual and competitive rate-making with group rate-making, it is an extremely smooth-functioning machine. . . . Railroad managements have almost ceased to think competitively, even when dealing with rival forms of transportation. The railroads conform to the psychology of the group without conscious thought. By contrast, the motor carrier industry is juvenile."

On one point—that improvements could be made in what Chairman Wheeler termed the "superstructure of bureaucracy" into which the rate-making machinery appeared to him to have developed—the Department of Justice representatives, Mr. Eastman and the committee all seemed to agree in principle. It was Mr. Eastman's view, however, that correction could be brought about through regulation by the commission and by legislation to clarify the status of such organizations under the Sherman Act, using court action only to correct recognized coercive practices. In this connection he pointed out that several of the cases which the Department of Justice has investigated were referred to it by the commission.

New Book ...

1942 Proceedings—Car Department Officers' Association; 132 pages, 5 in. by 8½ in.; bound in cloth. Price \$2.00. Secretary-treasurer, F. H. Stremmel, A.A.R. Mechanical division, 59 East VanBuren street, Chicago.

In lieu of an annual meeting in 1942, the committee reports prepared during the year and written discussions of these reports have been reviewed and ordered printed by the General Committee of the association. Addresses by a number of the country's leading car men representing the railroads, private car companies and the Association of American Railroads form an interesting prologue to the book. The committee reports present authoritative discussion of such subjects as the selection and training of car supervisors; maintenance of roller bearings and draft gears; journal lubrication; minimum detention of badonder cars; car interchange and billing rules; and A.A.R. loading rules.

Railroads-in-War News

Get High Praise For Flood Battle

Eastman compliments railroad resourcefulness in oil haul emergency

"Despite the worst floods in railroad history," said an Office of Defense Transportation statement made public June 12, "the total volume of all railroad traffic during the two weeks ended May 31 showed a small overall increase, as compared with

the previous two-week period.

"High water halted normal freight movements at a number of points, but . no serious accumulations of traffic developed in the flooded areas. Furthermore, a study of railway movement indicated that the percentage of loads and empties on hand for movement at midnight daily, as compared with the total cars dispatched during the previous 24 hours, increased only slightly within the large area most seriously affected by the floods."

Credit for this achievement was assigned by the ODT in part to the effect of the Interstate Commerce Commission's Service Order No. 125, which permitted rerouting of freight around the flood area without regard to designated routings, and in part to a preference order issued by W. F. Kirk, associate director of the ODT, which was in effect five days, under which railroads in the flood district were required to give priority to loaded and empty tank cars in the oil movement to and from the Atlantic seaboard, but Joseph B. Eastman, director of the ODT, went further, declaring the railroads' part in handling the petroleum traffic to the East coast during the flood period "one of the outstanding transportation achievements of the war to date."

In a letter to J. J. Pelley, president of the Association of American Railroads, and J. M. Hood, president of the American Short Line Railroad Association, Mr. Eastman complimented "railroad men" upon their resourcefulness and their steadfastness during the period of flood disruption,' and expressed appreciation for help given the ODT in changing routings, diverting movements, finding new outlets, and getting empty and loaded cars through the flood area. "I am convinced," he wrote, "that this demonstration of efficiency and co-ordination during a period of adversity has taught all of us that with a return to normal all past records can be exceeded."

Figures on daily average oil shipments into District No. 1 for the week ended June 5 indicated a continuation of the slow climb back to pre-flood levels, as the total rail movement in that week averaged 908,443 barrels a day, of which 898,744 was in tank cars, the balance being deliveries of kerosene in drums in box cars, according to the weekly statement by Petroleum Administra-

Further interest in transportation facilities available for the oil movement has been exhibited in Congress since the shortage of gasoline in the northeastern states has become increasingly critical, and an informal committee of congressmen representing the 12 states where emergency measures are in effect has entered into an investigation of the possibilities of increasing the supply available in that section by instituting greater restriction in the Midwest. In this connection Mr. Ickes remarked: "Our policy has always been that we would continue to call upon the Midwest and other sections to give us their transportation facilities and their products just as long as we could utilize those facilities and move those products. . . . We have drawn more and more upon transportation facilities of the Midwest. . . . We are approaching the time when it is quite possible that we shall be able to move so much out of the Middle West that greater civilian restrictions in that section may be necessary."

The appointment of Arthur A. Adams, formerly a transportation specialist for the War Production Board and the War Department, as Chicago regional manager of the section of tank car service of the ODT Division of Petroleum and Other Liquid Transport was announced June 10. Mr. Adams will issue permits for all tank car movements of 200 miles or less in Illinois, Indiana, Michigan, Wisconsin, Minnesota, He will succeed Arthur E. and Iowa. Carlson, of the ODT's Washington, D. C., staff, who has been temporarily in charge of this Chicago office.

Transfer of Rationed Foods

Operators of railroad dining cars or station dining facilities may transfer any rationed food they have on hand to other establishments of the same kind under Amendment No. 27 to General Ration Order 5 which was issued on June 14 by the Office of Price Administration.

Transfers of rationed foods from one railway dining operation to another are not limited to excess foods, the OPA announcement explained. This provision, it added, is designed "to take care of existing special operating practices of railroads." Thus any foods on hand may be sold or transferred, and the ration currency acquired may be spent for the purchase of other rationed foods.

Prior approval of such transfers by local rationing boards is not required, but specified records of the transfer must be kept by both parties.

House Gets ODT Appropriation Bill

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Provides \$14,650,000 for fiscal year '44; \$1,218,530 for rail work

Appropriations totaling \$14,650,000 for the Office of Defense Transportation is carried in the National War Agencies Appropriation Bill for the fiscal year ending June 30, 1944, which the House of Representatives received this week from its committee on appropriations. This is \$233,485 more than the \$14,416,515 which ODT has received for the current fiscal year, but it is \$250,000 less than the \$14,-900,000 approved by the Bureau of the

ODT had asked for \$18,502,990 in estimates submitted to the Bureau, and Director Eastman undertook to convince an appropriations subcommittee that something like that amount should be allowed, lest he find it necessary to come back for The committee report on the bill mentioned that testimony of the ODT director, but went on to express the hope that the amount it allowed would permit him to manage the nation's domestic transportation facilities "as successfully and satisfactorily as the task has been performed up to this time."

With the reporting of the bill, the committee released testimony which Director Eastman and other ODT officials gave before one of its subcommittees in executive sessions in April. The ODT director's general statement in that connection disclosed that the Division of Motor Transport would require "nearly \$10,000,-000" of the \$14,900,000 recommended by the Bureau of the Budget. The amount required for railway work was put at \$1,218,530.

Discussing the transportation service outlook, Mr. Eastman mentioned the fact that ton-miles carried during this year's first two months were up 30 per cent as compared with 1942; but he did not think that rate would persist, "because those two months did not include the tremendous increase in petroleum traffic to the East which began last year." For the whole of 1943, the ODT director estimated that ton-miles would be 10 per cent above last year. And he is certain that there will be "a very large increase" in the passenger movement. In that connection he mentioned increased troop movements to be expected as the armed forces increase; and the rising trend of the country's business which brings more business travel.

Also, Mr. Eastman pointed out that the

pattern of traffic under war conditions has changed very materially, with "a tremendous amount going to and from the Pacific Coast" where railroads and ports were not built to accommodate such volume; and the transfer to railroads of the burden of handling the East-coast petroleum movement. Questioned as to the need for curtailing unnecessary civilian travel, Mr. Eastman gave his usual answer expressing ODT's view that "the cure would be worse than the disease." He told of being on a 24-passenger airplane which was delaved two hours "by the necessity of throwing out some passengers in order to let priorities on." "Now," the ODT director went on, "imagine doing that sort of thing in the case of the railroads; what difficulties you would encounter in connection with that." Meanwhile, Mr. East-man thinks the "don't travel" campaign is working; he has an idea that unnecessary civilian travel is now "well below" the 29 per cent of total travel which it was shown to be in ODT's latest "Gallup poll" of last December.

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With respect to the additional load mentioned above, Mr. Eastman said the rail-roads have the prospect of taking it on "without much help in the way of new equipment." ODT is "working very hard with the WPB to get more," and Mr. Eastman thinks "they will help us to some considerable extent, but the demand for critical materials for the tremendous military needs is so great that there is every tendency to hold down what is given for transportation, and to ask that what we have be stretched and strained to do the work." Later Mr. Eastman referred to the strain on all transportation equipment, saying it has been such "that there is no foretelling as to whether or not a situation will develop like the one-horse shay, when things will begin going bad all of a sudden.' In other references to the material situation, Brigadier General Charles D. Young, deputy director of ODT, said that the railroads were not getting their "relative share" for additional equipment, although they were for maintenance.

Mr. Eastman did not go so far, saying "we are not getting what we ask for," but adding that "whether or not the others are getting more than their proper share I cannot say, because I do not hear the cases that they present."

Meanwhile, General Young thought rolling stock "was in as good condition, probably, as you could expect under the manpower situation at this time"; it is in "satisfactory running condition." Despite the fact that WPB allotments of steel for rails has fallen "substantially short" of what the railroads thought was necessary, Mr. Eastman expressed the view that "on the whole, the condition of track is pretty good." Neither he nor General Young thought the increase in accidents, which they agreed was "out of proportion" to the traffic rise, was due to the condition of equipment; both attributed the situation more to the turn-over in the men and the fact that many employees "are new and green." The breakdown of tank cars was mentioned, and Mr. East-

man said that the condition of the tank-car fleet "is constantly improving."

Director Eastman turned manpower questions over to Director Beyer of the Division of Transport Personnel who stated that "until fairly recently, the carriers had been getting along quite well, but as demands of the army are increasing it is becoming more difficult to secure deferments." Committee Chairman Cannon, Democrat of Missouri, mentioned the recent statement wherein A. F. Whitney, president of the Brotherhood of Railroad Trainmen, charged before a congressional committee that railroads were wasting manpower by leaving men at away-fromhome terminals for unduly long periods. Mr. Beyer was not aware of any general practices in that connection; although ODT has appointed joint labor-management committees to investigate the matter.

Chairman Cannon was also interested "featherbedding" in which connection he cited the recent article in "Reader's Digest," and stories to the effect that draft deferments were being asked for railroaders who worked only a couple of days a week. Mr. Beyer said such stories were "certainly not accurate," they were "highly exaggerated." The "Reader's Digest" article, he asserted, was "based on a fallacy," although he did concede that "there are obviously some wastes or underutilization of manpower, but the picture is by no means as serious as is indicated." Later when there was brief discussion of the relative freedom of the railroad industry from labor troubles and Mr. Eastman paid tribute to railroad employees, he did not want it understood that he thinks "the labor practices are in all respects what they should be."

W. F. A. Transport Director

James F. Brownlee, on leave from the presidency of Frankfort Distilleries, Inc., Louisville, Ky., has been appointed director of transportation for the War Food Administration. He will be the representative of Administrator Chester C. Davis in coordinating the transportation work of various WFA agencies, being responsible for shaping general policies and arranging transportation for foods and farming and processing supplies.

Prices for Grain Doors

Maximum prices for Nos. 1 2 and 3 grades of "general manager type" grain doors for railroad cars were announced last week by the Office of Price Administration, and the ceiling price for all grades was placed on an f.o.b. mill basis. The ceilings are established in Amendment No. 182 to the General Maximum Price Regulation, which became effective June 16.

Previously in Amendments Nos. 138 and 163, maximum prices had been established for No. 4 grade doors. The new amendment sets up differentials from No. 4 grade prices which are to be used in computing ceilings for grades Nos. 1, 2 and 3. It clarifies the definition of the f.o.b. mill price to be used in selling No. 4 grade doors, but continues the No. 4 grade prices without change.

The amendment states that any seller's

maximum price to a particular purchaser for a specific size and grade of door shall be the highest price he charged in March, 1942, plus any increase in lumber and labor costs experienced between March 1, 1942, and March 1, 1943. The maximums, however, cannot exceed the ceilings stated in the amendment.

Frog and Switch Committee Formed

The Director of Industry Advisory Committees of the War Production Board announced the formation on June 12 of a Frog and Switch Industry Advisory Committee to WPB, consisting of T. E. Akers, vice-president of the Ramapo Ajax Corporation; John E. Conley, president of the Conley Frog and Switch Company; L. E. Connelly, president of the Cleveland Frog and Crossing Company; Ralph G. Detmer, manager of the American Frog and Switch Company; W. A. Enstrom, general sales manager of the Pettibone-Mulliken Corporation; W. H. Friedline, manager of sales of the Carnegie-Illinois Steel Corporation; R. L. Gillispie, manager of sales of the Bethlehem Steel Company; W. Homer Hartz, president of the Morden Frog and Crossing Works; J. A. Krugler, vice-president of the Taylor Wharton Iron and Steel Company; O. DeGray Vanderbilt, Jr., president of the Weir Kilby Corporation, and L. E. Weidman, vice-president of the Frog, Switch and Manufacturing Company.

ODT Appointment

The Office of Defense Transportation has announced the appointment of Porter L. Howard, formerly associate director of the Division of Petroleum and Other Liquid Transport, as deputy director of that division. Mr. Howard, a traffic specialist with the Sun Oil Company before joining the ODT staff, entered the service of the then Missouri, Kansas & Texas in 1905 as a telegraph operator, and continued with that road until he went into the Army as a private in World War I, from which position he rose to the rank of first lieutenant. His association with the Sun Oil Company began in 1919.

I. C. C. Potato Icing Service Orders Modified

Because weather conditions have enhanced the perishable characteristics of potatoes originating in Florida, Georgia, and South Carolina, so that shipments require icing to prevent spoilage, the Interstate Commerce Commission has modified its Service Order No. 126 by issuing Amendment 2 thereto, effective June 12, authorizing railroads to ice refrigerator cars loaded with potatoes in these states at the point of loading with not to exceed 5,000 lbs of ice. The no-icing-in-transit features of the original order remained in effect, and the prohibition of initial icing of cars loaded at points in North Carolina and Virginia likewise was not removed.

This order stopping the icing of potato cars loaded in the South Atlantic states was the result of an acute shortage of ice in that area, as well as of the manpower situation and incidental traffic delays, it was pointed out. The modification permitting partial icing of cars from the three states mentioned was announced as articles appeared in the press of large eastern cities sharply critical of the no-icing regulation, responsibility for which was attributed to the Office of Defense Transportation, on the ground that substantial quantities of potatoes arriving in these cities were spoiled and unfit for consumption as food, in contrast to the normal receipt of this commodity under ice in good condition.

The commission's Service Order No. 127-A, likewise effective June 12, released potato shipments from certain counties in Georgia and South Carolina from the requirement that permits from the food administration be obtained before railroads or trucks can accept them for movement.

Another I. C. C. Service Order, No. 130, effective June 10 until further order of the commission, provides that, due to a shortage of refrigerator cars in California and Arizona, such cars shall not be used for the transportation of watermelons within or from those states.

"Don't Travel" Campaign Gets Into High Gear

Efforts of government agencies to discourage non-essential civilian travel as the normal vacation season approaches are continuing, late press releases show. A statement from the Office of War Information for publication this week-end remarks that "week-end pleasure travel" by train or bus is "practically eliminated" for the duration because, "the way things are, it isn't going to be a pleasure." Mentioning advertising messages of railroads and bus lines urging civilians to travel in the middle of the week, the OWI adds that persons who insist on traveling over week-ends can expect the trip to be uncomfortable and often a disappointment.

Schedules are slower; service men generally are allowed some priority in getting seats; connections may be missed; the air conditioning system often fails to operate; soldiers drink up all the coffee before the civilians get into the diner; drinking water is at a premium in the coaches; and hot water, towels and soap are often missing from the washrooms—such conditions are mentioned in the OWI's contribution to the "don't travel" campaign.

In a statement released June 16 the Office of Defense Transportation gave quali-

Railroads Expected to Get More Third-Quarter Steel

Increased allotments of steel to the railroad industry is expected to result from the War Production Board's drive to increase steel production by 1,000,000 ingot tons in the third quarter. The drive is under way as a result of a demand from War Mobilization Director Byrnes who is understood to have acted upon representation from the armed forces.

Most of the increased production is therefore expected to be allotted to the Army and Navy, but the railroads are nevertheless expected to get a "substantial" increase in their current allotment for the third quarter. Details of the latter were reported in the Railway Age of May 22, page 1066, where there was also noted Defense Transportation Director Eastman's statement predicting that "serious consequences" are likely to develop unless WPB's Requirements Committee allocated more materials, especially steel, to the transportation industry.

fied approval to vacation travel—that is, "a single round-trip to and from the place of vacation"—but listed six categories of non-essential travel, namely: Trips to visit friends, trips home for the week-end, sight-seeing, trips to the theater, races or other places of amusement, social travel, and travel for the sake of going somewhere.

Pointing out that "most of the supplementary rail services to resort areas will not be running this year," the ODT listed the following trains as among those that will not operate this summer: Bar Harbor Express (Philadelphia, Pa., to Maine); East Wind (Washington, D. C., to Maine); Day White Mountain Express (New York to Whitefield, N. H.); Resort Special (Chicago to northern Michigan via Pere Marquette); Northern Arrow (Cincinnati and Chicago to northern Michigan via Pennsylvania); Flambeau (Chicago to northern Wisconsin via Chicago & North Western); and Fisherman (Chicago to northern Wisconsin via Chicago, Milwaukee, St. Paul & Pacific).

lengths, a deduction of 5 cents per door; 10 cents for No. 2 doors made from all No. 4 lumber and 15 cents for No. 1 doors. If the General Maximum Price Regulation ceiling price used in computing the maximum price includes all or any freight charges, the maximum price shall include the same proportion of freight charges. The maximum f.o.b. mill price shall be the price

clude the same proportion of freight charges, The maximum f.o.b. mill price shall be the price so computed less the average freight charges paid by the seller during March, 1942. If the General Maximum Price Regulation ceiling price used is an f.o.b. mill price, the maximum price is also an f.o.b. mill price. To the f.o.b. mill price a seller may add his actual cost of delivery.

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No. 4 lumber with honeycomb backs or 6 ft.

Lumber, cedar—Maximum Price Regulation No. 402 (Western red cedar lumber), effective June 12, established dollars-and-cents ceiling prices at all levels for Western red cedar lumber. Previously, Western red cedar lumber was priced under the General Maximum Price Regulation, which provides that ceiling prices shall be the highest charged by the seller during the month of March, 1942. The new dollars-and-cents prices are based on the March, 1942, price lists of seven companies producing two-thirds of the Western red cedar lumber output, and the level of prices generally is the General Maximum Price Regulation level. Upward adjustments from March, 1942, have been made in prices of tank stock, while decreases were made in shop lumber. The net result of increases and decreases is an over-all price structure and mill realization on the level revailing under the General Maximum Price Regulation. The new ceiling prices apply to all shipments originating at a mill, no matter who the seller is, and are set forth in extensive tables in the regulation and maximum prices, f.o.b. mill.

Lumber, West Coast—Revised Maximum Price Regulation No. 26 (Douglas fir and other West Coast lumber), effective June 9, covers maximum mill prices on Douglas fir and other West Coast lumber as established June 29, 1942, and changes made since that time. The former addition of \$1.50 per m.bd.ft. for rough boards to the ceilings for surfaced boards is eliminated. To obtain maximum prices for mill sales of rough boards, sellers must apply for specific authorization. The price table continues in effect only for surfaced boards. An addition of \$2 per m.bd.ft. is allowed for surfacing timbers in sizes up to and including 16 in. by 16 in. No addition had previously been allowed for surfacing timbers in the smaller sizes, and smaller mills not equipped to surface timbers were unable to bid on orders for surfaced timbers. The regulation covers direct-mill shipments of Douglas fir, West Coast hemlock and all species of true fir lumber produced in Oregon, Washington and Canada west of the Cascade mountains, and in California and Alaska.

Steel-Amendment No. 16 to Revised Price Schedule No. 49 (resale of iron and steel products), effective June 21, lists dollars-and-cents ceiling prices for prime quality heavy steel products sold by heavy line steel warehouses in six newly created pricing zones. The new prices newly created pricing zones. The new prices continue ceilings in line with those charged by warehouses on April 16, 1941, the base pricing date for the steel industry, and, at the same time, effect greater uniformity and simplification time, effect greater uniformity and simplification in pricing procedure. The six new zones provide specific prices for 18 states and parts of 5 others in the East Central, Central and Western regions. Zones 1, 2, 3 and 4 were established April 15, 1943, providing dollars-and-cents ceilings for warehouses along the Eastern seaboard and covering states from Maine to North Carolina. Zones with prices for the Southern and Pacific Coast states (the only ones now unzoned) are Coast states (the only ones now unzoned) are being drawn. The prices are contained in a 105publication which includes a map showing the zones and main consuming centers in each zone, although it does not list price basing points. In calculating less-than-carload ceiling prices, the seller refers to the zone price index for each zone. This index specifies the different factors which, added together, give the zone destination price. The calculation of freight differs slightly within five of the six new zones but is explained The general provisions containing defiin detail. nitions of method of computing the zone destination price, zone shipping point price and the governing basing point, and the method of de-termining maximum prices for shipments from one zone to another, or from a zone into a non-zoned area, or from the non-zoned area into a zone, are in Amendments No. 14 and 15 which are reprinted in full at the end of the summary.

Materials and Prices

Following is a digest of orders and notices of interest to railroads issued by the War Production Board and the Office of Price Administration since June 12.

Grain doors—Amendment No. 182 to Supple-

Grain doors—Amendment No. 182 to Supplementary Regulation No. 14 to the General Maximum Price Regulation, effective June 16, established maximum prices for No. 1, 2 and 3 grades of "general manager type" grain doors for railroad cars and placed the ceiling price for all grades on an f.o.b. mill basis. Previously, prices had been established for No. 4 grade doors. The new amendment sets up differentials from No. 4 grade prices which are to be used in computing ceilings for grades No. 1, 2 and 3. The No. 4 grade is the highest grade. Under the new amendment, any seller's maximum price to a particular purchaser for a specific size and grade of door shall be the highest price charged in

March, 1943, plus any increases in lumber and labor between March 1, 1942, and March 1, 1943. The maximums, however, cannot exceed ceiling prices in the amendment. The maximum f.o.b. mill prices for No. 4 grade doors 7 ft. by 20 in. by 1½ in. are \$1.15 each when made of hemlock or other Northern softwoods or hardwoods, and \$1.23 when made of Ponderosa pine, fir or other Western softwoods or from Southern pine, cypress, basswood or other Southern or Eastern softwoods or hardwoods. The price of doors 7 ft. by 10 in. by 1½ in. is 69 cents each when made of hemlock or other Northern softwoods on hardwoods, and 74 cents when made of Ponderosa fir, Southern pine, cypress, basswood and other stated woods. Sellers who had no maximum price in March, 1942, deduct 5 cents from the maximum f.o.b. mill prices for No. 4 grade doors; for No. 3 doors made from No. 3 and

GENERAL NEWS

I.C.C. Upheld in Barge Grain Case

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Supreme Court supports view proportional rates m ay apply selectively

The United States Supreme Court, in a decision June 10 in Interstate Commerce Commission vs. Inland Waterways Corporation, has upheld the action of the commission in permitting the discontinuance of proportional or reshipping rates lower than local rates on grain arriving at Chicago by barge, while permitting such rates to be continued on ex-lake or ex-rail grain at that point. The majority opinion was delivered by Justice Jackson. Justices Black, Douglas and Murphy dissented, and Justice Rutledge did not participate in the case.

As outlined by Justice Jackson, the case developed from the effort of various eastern railroads serving Chicago to deny grain arriving at that point by barge over the Illinois waterways the privilege of moving out of Chicago by rail on the proportional rates applicable on grain that arrived there by rail or lake steamer, thus forcing such grain to move on the higher local rates. Similar situations at Peoria, Ill., St. Louis, Mo., and other so-called rate-break points were also involved.

Division 2 of the commission on July 31, 1941, decided that the proportional rates had never applied to barge traffic, but the Inland Waterways Corp. sought reconsideration on the ground that this finding resulted in discrimination within the terms of the Transportation Act of 1940. The full commission on December 1, 1941, in effect supported the division's view, however, and the Waterways Corporation took the issue to the courts, obtaining a decision April 16, 1942, from a special three-judge district court which reversed the commission.

The issues, as stated by Justice Jackson, were: (1) whether it was unlawful to deny the proportional rates to the ex-barge grain, since the movement east of Chicago was substantially the same as that of exrail or ex-lake grain; and (2) if this was unlawful, whether the commission was bound to perpetuate the existing rate structure, whatever might be its defects. Justice Jackson upheld the view of the commission that to find proposition (1) unlawful would in effect mean that all proportional rates lower than local rates and differing according to the origin of the commodity would have to be condemned, and he went on to point out that to perpetuate the existing rate strucure by sustaining the district court's injunction would entail numerous violations of the Interstate Commerce Act. He added that the barge operators had ample opportunity to seek appropriate rates or special proportional rates, though they showed no disposition to take advantage of such opportunities.

The function of the court, said the majority opinion, is to decide whether the commission has acted within the power delegated to it by law, not to prescribe rates or the general attitude the commission should take. Its opinion here is that the commission has acted as required by

Justice Black's dissent stated the issue thus: "Whether the farmer and shippers of the middle west can be compelled by the Interstate Commerce Commission and the railroads to use high priced rail instead of low priced barge transportation for the shipment of grain to the east." Further, he said, "there is no factual issue here on which we are bound to accept the commission's judgment. . . . We have a rate revision which can serve no conceivable purpose except to force shippers to use railroads instead of barge lines."

Continuing, Justice Black remarked, "this tariff is an unjust discrimination within the meaning of Section 2 of the Interstate Commerce Act," and he suggested also that the commission had defied the National Transportation Policy as set forth in the act of 1940.

Commissary Cook Not Subject to Labor Standards Act

A cook employed by a commissary company to prepare meals for railroad maintenance of way employees whose duties are performed entirely within one state is not entitled to recover for alleged violations of the Fair Labor Standards Act, a divided United States Supreme Court decided last week. The majority opinion in the case, known as McLeod vs. Threlkeld, was delivered by Justice Reed. Justices Black, Douglas and Rutledge joined in a dissent by Justice Murphy.

The high court's majority, upholding the federal circuit court of appeals, found that the work of the employee, not the fact that the employer was or was not engaged in interstate commerce, was decisive. The cook, said Justice Reed, was not engaged in the production of goods for commerce. Though the court has held that the clause "engaged in commerce" applies to every employee "in the channels of interstate commerce," so subjecting him to the provisions of the Act, the majority was of the opinion that the cook involved in this case was not so engaged. The dissenting opinion took a contrary view of this issue.

Funds Okayed for Transport Board

\$275,000 agreed for work's completion—Resources group gets \$50,000

Adopting the recommendation of its representatives on the conference committee which has been considering the Independent Offices Appropriation Bill for the fiscal year ending June 30, 1944, the House on June 16 agreed to accept the Senate amendment carrying additional funds for the Transportation Board of Investigation and Research if the amount is reduced from \$350,000 to \$275,000 and a provision is added to stipulate that the \$275,000 shall complete the studies authorized in that section of the Transportation Act of 1940 which created the board.

At the same time the House instructed its conferees to insist that funds provided for the National Resources Planning Board shall not exceed \$50,000 which would be used to wind up the board's activities by August 31. Under the House instructions, the \$50,000 appropriation would carry a rider setting up the August 31 deadline and stipulating that the board's functions could not be transferred to any other agency. Tht Senate version of the bill had provided \$200,000 for NRPB to be used for the coordination of planning with State and local governments.

The transport board and NRPB items remained matters of disagreement among the conferees when their report was filed in the House on June 15. Thus they will come up again for consideration by the Senate which may or may not go along with the House's action. Meanwhile the conferees agreed to include in the bill's final version other Senate amendments which raised the Interstate Commerce Commission's total appropriation to \$8,912,-000, or \$100,000 more than the House had allowed; and which paved the way for a return of I.C.C. salaries to the \$12,000 a year basis provided in the Interstate Commerce Act, removing the provision, carried for several years in appropriation bills, which limits such salaries to \$10,000 a year.

Less Paper Work for Truckers

Operators of trucks, buses, and taxicabs have been relieved from the provisions of the Office of Defense Transportation's General Order 21 which required them to sign receipts for gasoline, parts, or tires, and to endorse the receipts with their Certificate of War Necessity number, the ODT announced June 10.

Report of Non-Ops Board Is Protested

Conference committees file statement with Economic Stabilization Director

The recent emergency-board report on the non-operating employees wage proceeding "discloses on its face" that the recommended increase of eight cents per hour "does violence to the stabilization program and, if suffered to become effective, will irretrievably break the inflation line, according to a memorandum filed with Economic Stabilization Director Vinson by the three regional conference committees which handled the case for the carriers. The memorandum warns Judge Vinson that unless the report is modified or set aside by him by June 23, i.e., within 30 days of the date of filing, the payment of the increase "becomes a requirement of law and, as such must and will be paid by the railroads so long as the Stabilization Act so requires."

The report recommending the eight-cent increase which would amount to a total of \$204,000,000 a year was reviewed in the Railway Age of May 29, page 1095. As noted in the issue of June 12, page 1182, the labor organizations are after more, and have obtained President Roosevelt's intervention in an undertaking to set the stage for further conferences on the proposition of paying time-and-one-half rates for the last eight hours of the non-ops 48-hour week.

It has been estimated that if this came along on top of what the board recommended, the annual increase in the wage bill would be about \$400,000,000.

Getting under way with their memorandum to Judge Vinson, the carrier conference committees pointed out that the present railway wage structure "is not the product of managerial determination"; but "on the contrary, for many years has constituted and now does constitute the most prominent instance of a wage scale developed as a result of successive adjustments in collective bargaining and quasi-judicial determinations pursuant to the provision of the Railway Labor Act and earlier statutory regulation."

The memorandum then referred to the board's action in basing its "gross inequity" finding on comparisons of railroad wages with recent trends in other industries. "There appears," it continued, "to have been no consideration of the important fact that railroad wage rates were not reduced during the long years of the depression nearly as much as was the case in outside industries, and that the statistical trends which have been availed of by the board are violently distorted by abnormal conditions prevailing in temporary war industries in highly industrialized centers."

With respect to the board's view of its responsibilities under the stabilization program, the memorandum sees the report playing "at much length with the suggestion that the stabilization orders and directives are not quite binding on the board"; while it "scantily presents the idea that the directive of May 12 almost authorizes is recommendations." The May 12 directive was that wherein former Economic Stabilization Director Byrnes restored that stabilization program loophole permitting wage adjustments "to aid in the effective prosecution of the war or to correct gross inequities," which had been removed by President Roosevelt's "hold-the-line" order of April 8.

The carriers take the position that the Byrnes directive does not purport to supersede the "hold-the-line" order which had affirmed the Little Steel formula. Having had a 15 per cent increase since January, 1941, the non-ops could not qualify for any more under the Little Steel formula. Later on, the memorandum said that the recommendation would lift at least 244,000 employees (about 27 per cent of those involved) to a wage level 40 per cent or more above the level of January 1, 1941, and would lift all employees involved to an average wage level 28.3 per cent above that of January 1, 1941.

Neither did the board attempt to base its recommendations on a finding that substandards of living were involved. Thus, the memorandum said, the board was unable to certify that its recommendations conformed to the stabilization program until it found the "gross inequity" loophole in the Byrnes directive of

"The blithe spirit of the report in leaping hurdles and ignoring facts in making its overall bald certificate," it went on "is shown when, without discussing the supporting facts, it certifies that by in-creasing the annual railroad wage bill by 204 million dollars it will not afford any basis for rate increases or any basis for resistance to rate decreases. Such an assertion is made in the face of close action of the Interstate Commerce Commission of approximately a month earlier. In that case and before the recommended addition of 204 million dollars to railroad expenses, the commissioners were divided 6 to 5 as to the propriety of any reduction of railroad rates. The reduction in rates was made effective until January 1, 1944, and the commission expressly provided for the restoration of the rates in the interim should changed conditions warrant. viously, an increase in the railroad wage bill of 204 million dollars would have a real effect upon the Interstate Commerce Commission's determination of railroad rates.'

Club Meetings

The Great Lakes Regional Advisory Board will hold its next regular meeting at the Carter Hotel, Cleveland, Ohio, on Wednesday, June 30, at 9:30 a.m. The guest speaker at the luncheon will be Col. J. M. Johnson of the Interstate Commerce Commission.

The New York Chapter of the Railway & Locomotive Historical Society has announced that it will continue its monthly meetings throughout the summer this year, instead of declaring a recess until October as has formerly been the custom.

Lawford Fry Made Research Director

Returns to his first love, i.e., the field of locomotive design and building

The announcement has been made that Lawford H. Fry has resigned as railway engineer of the Edgewater Steel Company, Pittsburgh, Pa., to become director of research of the Locomotive Institute, New York City, effective July 1.

Mr. Fry was for many years associated with the Baldwin Locomotive Works and has a wide reputation for his contributiors and ability in the field of locomotive design and construction. He is a Fellow of the American Society of Mechanical Engineers and at its 1938 annual meeting was awarded the Worcester Reed Warner

Medal for "written contributions relating

to improved locomotive design and utiliza-

tion of better materials in railway equip-

Lawford H. Fry

ment." He is the author of a book, A Study of the Locomotive Boiler, and has contributed a large number of articles and papers on locomotives and metallurgical subjects to engineering societies and the technical press here and in England.

Mr. Fry is a member of the American Society for Testing Materials and is a member of its executive committee. He is also a member of the following British institutions: The Institution of Civil Engineers, the Institution of Locomotive Engineers and the Institution of Mechanical Engineers. In 1928 he was the recipient of a T. Bernard Hall prize for his paper, Experiments with a Three-Cylinder Compound Locomotive. He is also a member and has been active in the Newcomen Society.

Mr. Fry was born in Richmond, Province of Quebec, Canada, and obtained his technical training at the City and Guilds of London (England) Technical Institute, the University of Goettingen, and the

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Hannoversche Technische Hochschule. He was in the shops of the Baldwin Locomotive Works, 1897 to 1899; sales engineer, 1904; and engineer of tests, 1905. He then became European technical representative of the company. Returning to this country in 1913, he became head of the metallurgical department, Standard Steel Works, Burnham, Pa., and remained there as metallurgical engineer until 1930.

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Freight Car Loading

Loadings of revenue freight for the week ended June 12 totaled 854,486 cars, the Association of American Railroads announced on June 17. This was an increase of 186,911 cars, or 28 per cent, above the preceding week which included the Memorial-Day holiday, an increase of 21,851 cars, or 2.6 per cent, above the corresponding week last year, and a decrease of 8,488 cars, or one per cent, below the comparable 1941 week.

Loadings of revenue freight for the week ended June 5 totaled 667,575 and the summary for that week, compiled by the Car Service Division, A. A. R.. follows:

Revenue Freight Car Loadings

For the Week	Ended	Saturday, June	5
Districts	1943	1942	1941
Eastern	125,702		184,436
Allegheny	140,624		190,233
Pocahontas	20,141		57,096
Southern	101,840		121,342
Northwestern	115,607		132,371
Central Western	101,604		115,758
Southwestern	62,057		51,704
Total Western Districts	279,268	328,951	299.833
1000			
Total All Roads	667,575	854,689	852,940
Commodities Grain and grain			
products	38,404	35,871	35,562
Live stock	12,106		10,264
Coal	41,277		151,478
Coke	11,420		12,922
Forest products.	41,688		42,168
Ore	74,655		78,522
Merchandise l.c.l.	90,933		159,712
Miscellaneous	357,092		362,312
June 5	667,575	854.689	852 940
May 29	852,518		801,783
May 22	843,334		866,027
May 15	848,522		860,802
May 8	816,551	839,286	837,149
1000			

Cumulative Total, 23 Weeks ... 17,613,451 18,532,435 17,193,615

In Canada.—Carloadings for the week ended June 5 totaled 66,355 compared to 62,003 for the previous week and 67,539 for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Total for Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
June 5, 1943	66,355	35,357
May 29, 1943	62,003	34,981
May 22, 1943	67,256	36,188
June 6, 1942	67,539	31,341
Cumulative Totals for Cana	da:	
June 5, 1943	1,426,865	843,308
June 6, 1942	1,440,354	734,439
June 7, 1941	1,301,881	665,404

Representation of Employees

Following an election, the National Mediation Board has designated the National Council Railway Patrolmen's Unions, A. F. of L., to represent patrolmen (including special agents, yard, shop, and special watchmen) in the police department of the Denver & Rio Grande Western and patrolmen (including lieutenants and sergeants) in the police department of the

Washington Terminal Loses in Supreme Court

Even though in March, this year, it had the case reargued before it, the United States Supreme Court was evenly divided on the questions involved in the case known as Washington Terminal vs. Boswell and on June 10 announced that fact, so allowing the decision of the lower court to stand. The case grew out of a decision of the Railroad Adjustment Board requiring yard crews to do certain switching at the Washington, D. C., terminal, and of claims for back pay which employees claimed they would have earned if the road had complied with the board's decision.

When the road took the case into court, the lower court dismissed it on the ground that the issue could not be presented until a two-year period had elapsed after the board's decision, since the statute allows employees that time to seek enforcement of a board order, even though in this case they did not elect to take such action up to the time the road filed its suit.

Indiana Harbor Belt, none of whom had previously been represented by any organization. The board also announced it has closed without certification a case involving a dispute as to the organization designated to represent Illinois Central yardmasters, who were previously represented by the Illinois Central System Yardmasters Association. In an election in which the Brotherhood of Railroad Trainmen received 54 votes, the Illinois Central System Yardmasters Association 49, and the Railroad Yardmasters of America 15, no contestant received a majority of the votes cast, and so no certificate could be issued, the board stated.

"City of Denver" Seven Years Old

The "City of Denver" of the Chicago & North Western-Union Pacific completed seven years of service on June 18. During this period the two trains have traveled nearly 5,325,000 miles and have transported about 750,000 passengers. Originally each train contained 12 cars and a 2,400-hp. Diesel electric power plant, but at the present time each is composed of 14 cars and a 3,600-hp. power plant.

Would Have I. C. C. Deny Truck Rate Increases

Examiners Paul Coyle, S. A. Aplin, and B. E. Stillwell have recommended in a proposed report that the Interstate Commerce Commission find unjust and unreasonable suspended schedules wherein motor carriers are proposing increases of 10 per cent in less-truckload rates and four per cent in truckload rates within Trunk Line territory and between Trunk Line and New England territories. At the same time the proposed report in I. & S. No.

M-2222 would have the commission find justified other suspended tariffs proposing cancellation of so-called "breakdown" rates subject to minimum weights less than normal truckload minima.

Meanwhile the commission has suspended from July 5 until February 5, 1943, New England Motor Rate Bureau tariffs proposing to increase class and commodity rates by 12½ per cent between points in New England territory. This proceeding is docketed as I. & S. No. M-2247.

Bus Drivers of P. E. Affiliate Are Railroad Employees

The Interstate Commerce Commission, Division 3, has amended its orders defining the work of employees or subordinate officials to include the work of persons driving the motor coaches of the Los Angeles Motor Coach Lines, thus bringing under the Railway Labor Act employees of a joint subsidiary of two companies, only one of which (the Pacific Electric) is also subject to the Act. Employees of the other joint owner (Los Angeles Railway Corporation) are not covered.

In making its decision, the commission accepted the view of the petitioner, the Brotherhood of Railroad Trainmen, that the coach drivers perform services which are an integral part of the Pacific Electric's other operations, even though the company employing them was formed specifically to operate local bus services to supplement the street car services of its owners. The report in Ex Parte No. 72 (Sub-No. 1) said that in determining the issues presented it was not within the province of the commission "to segregate

one operation from the other."

Safety Poster for July

"Think What You're Doing When You're Doing It," is the theme of the safety poster and circular issued by the Safety Section, Association of American Railroads, for the month of July. The circular points out that "at this time when the minds of men are so likely to be diverted from their work by various influences incident to the war program" especial care must be taken to insure that "the thought waves directing the performance must travel ahead of the job and with it—not behind it."

Eastman Pleased by Removal of "Trade Barriers"

State legislatures that have passed "emergency transportation legislation" to eliminate "trade barriers found to be impeding the war effort" were commended by Director Joseph B. Eastman of the Office of Defense Transportation in a statement released June 10. He particularly mentioned those states which, he said, agreed at once to the program of truck license reciprocity adopted a year ago at a federal-state conference to develop methods to meet the "emergency," namely, California, Colorado, Connecticut, Delaware, Georgia, Illinois, Indiana, Louisiana, Maryland, Massachusetts, Michigan, Montana, Nevada, New Jersey, New York, North Carolina, Ohio, Oregon, Rhode Island, South Carolina, Wash. and W. Va.

The suggested emergency transportation

act proposed by the ODT to the 44 legislatures in session this year has been enacted by "a number" of states, the announcement added. "However," it continued, "the travels of migratory defense workers and shipment of war materials are still being hampered by the refusal of some states to recognize the validity of licenses issued for the current year in other states."

Most states are "adhering" to the terms of the "emergency formula" for relaxing truck weight and size limitations, Mr. Eastman said.

By legislation or executive action, Minnesota, Pennsylvania, South Carolina, Missouri, Wisconsin, and Utah have taken steps in this direction, the statement pointed out, and similar measures are now under consideration in other states.

A. S. M. E. and Pacific Railway Club Hold Joint Session

The Pacific Railway Club joined with the Railroad Division of the American Society of Mechanical Engineers in a discussion of some of the post-war problems of the railways at a session on June 15, during the semi-annual meeting of the A. S. M. E., held at Los Angeles, Cal., June 14 to 17. Two papers were presented and discussed, one on railway equipment needs, characteristics and design of the post-war era, by L. F. Etter, head of the service department, Pacific Railway Equipment Company, Los Angeles, and the other on the influence of new materials and machinery on post-war railway freight equip-ment, by Morris P. Taylor, assistant me-chanical engineer, Southern Pacific, San Francisco, Cal. The session was opened by H. S. Wall, mechanical superintendent, Atchison, Topeka & Santa Fe, vice-president of the Pacific Railway Club, who turned the meeting over to Paul K. Beemer, chief engineer, Pacific Railway Equipment Company, representing the A. S. M. E.

Money for Mediation Board

Appropriations totaling \$490,000 for the National Mediation Board and National Railroad Adjustment Board for the fiscal year ending June 30, 1944, are carried in the Labor-Federal Security Appropriation Bill which was reported to the House of Representatives June 14 by the committee on appropriations and passed by that body by a voice vote on June 16. This appropriation followed Bureau of the Budget estimates and exceeded the appropriation for the preceding fiscal year by \$77,085.

Of the increase provided, \$50,000 was allowed for emergency panels, for which no separate provision was made in the fiscal 1943 appropriation. There was an increase of \$13,645 in the allotment for salaries, and one of \$12,940 for the N.R.A.B.

In hearings before the subcommittee considering this appropriation, George A. Cook, a member of the N.M.B., was called upon to explain why there apparently is an increase in the number of disputes and disagreements to be handled by the railroad mediation machinery as it continues

to function. Mr. Cook pointed out that the number of railroad employees had increased, and also the number of organizations campaigning for members. Chairman William M. Leiserson suggested to the committee the need, in his opinion, of placing jurisdiction in mediation and arbitration of all disputes in industry in one organization, that is, that the Department of Labor Conciliation Service and the War Labor Board should be in one organization, just as all railroad disputes are handled by the National Mediation Board, with the N.L.R.B. functioning somewhat like the Department of Justice as an enforcement agency.

Amends Service Order on Flat Car Demurrage

Service Order No. 113 issued by the Interstate Commerce Commission in March to increase demurrage charges on flat cars has been further amended to provide that the order shall not apply to cars consigned to any organization of the War or Navy departments, including the Marine Corps and Coast Guard. The modification is embodied in Amendment No. 2 to the order, effective June 20.

A Supply Company Becomes a General Research Agency

Starting with a few special instruments needed in the study of problems related to the development of its own products, the Waugh Equipment Company, New York, has gradually expanded the scope both of the instruments and personnel with test engineering training until Waugh Laboratories are furnishing both for test investigations in defense production as well as in other private industries. Starting with such equipment as the car impact test

plant, a 9,000-lb. drop hammer for testing draft gears, impact registers, and the simple scratch-type strain gages with which the railway field is familiar, there has been a gradual accumulation in the laboratory of a wide variety of instruments adapted for the investigation of problems in many other fields, including bridge engineering, steel structures, the behavior of reinforced concrete under load, the oil industry, marine engineering, airplane design, and studies in the development of military combat materiel, including automotive vehicles.

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The laboratory equipment includes a particularly wide variety of strain-measuring instruments, both of the scratch type and various electrical and electro-magnetic types, with auxiliary equipment adapted for use in the study of records and for the convenient and rapid reading of strain measurements when they are being made at a number of locations on a structure. For dealing with vibrations and noise measurement, the equipment ranges from the Bernhard mechanical oscillator capable of setting up oscillating forces up to 20,-000 lb. for the study of the effect of periodic vibrations in bridges, ships, and other structures, to sound-level meters for the measurement of high frequency oscillations in a wide range of fields, not excluding sound and other vibratory phenomena in steam railway equipment.

As the variety of instruments which were available in the Waugh Laboratories gradually increased, they have been utilized for various engineering studies, at first by the railroads and, since the beginning of the war, by many other industries. Some of the instruments are commercially available; others, however, were developed in the laboratories to meet special requirements and are not available elsewhere.

This applies particularly to a number of



Test Being Made With Magnetic Strain Gages Employing the Waugh Switching Unit for Aid in Measuring Strains

Railway Age-June 19, 1943

the instruments employing magnetism and electrical resistance for the measurement of stress and high-frequency vibrations.

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This is a case of a railway supply industry furnishing facilities for research in other fields of transportation which, in the public mind, are much more frequently associated with research than are the railway and railway supply industries.

Three Roads Fined for Elkins Act Violations

The Interstate Commerce Commission has been advised that fines have been imposed on three railroads in the United States District Court at New Orleans, La., following pleas of nolo contendere to three indictments charging violations of Section 1 of the Elkins Act, resulting from delivery at Baton Rouge, La., of order-notify and advise shipments in advance of surrender of the original order-notify bills of lading or delivery orders, although they were available several days in advance.

According to a notice from W. P. Bartel, secretary of the commission, the Louisiana & Arkansas and the New Orleans, Texas & Mexico each were fined \$4,000, while a fine of \$3,000 was imposed on the Yazoo & Mississippi Valley.

Emergency Board for Dispute on the Union (Pittsburgh)

Dr. William M. Leiserson, chairman of the National Railway Labor Panel, has appointed an emergency board to investigate disputes involving employees of the Union (Pittsburgh, Pa.) in connection with vacation pay and the alleged refusal of the road to supply passes for use on other roads. Hearings are scheduled to begin at 10 a.m. June 22 in Pittsburgh.

Members of the emergency board are Elwyn R. Shaw, chairman, associate justice of the Illinois Supreme Court; James H. Wolfe, justice of the Supreme Court of Utah; and Monsignor Francis J. Haas, dean of the school of social sciences of the Catholic University of America, recently appointed head of the new Committee on Fair Employment Practice.

Retirement Board Reports Cut in Its Activities

Except for the employment service, all parts of the program of the Railroad Retirement Board have been curtailed in the past fiscal year, as compared with the year ending June 30, 1942, M. W. Latimer, chairman of the board, informed a subcommittee of the House Committee on Appropriations in the course of hearings on the Labor-Federal Security Appropriation Bill for the next fiscal year, in which funds for the board's activities were in-

This bill was reported to the House on June 14 and passed that body by a voice on June 16. As reported by the committee. it provided \$264,910,769 for the board, an increase of \$47,068,769 over the fiscal 1943 appropriation but a decrease of \$363,231 from the budget estimate for the coming year. The reduction effected by the committee was largely in the salary item, and resulted in part from the board's proposal to absorb the cost of overtime pay provided by recent legislation for federal government employees within its original salary estimate. In this connection, the committee recommended that the Bureau of the Budget should make a very careful study of the board's requirements with a view to eliminating surplus positions and reducing salary rolls.

Explaining the board's reduced activities, apart from its employment service functions, Mr. Latimer stated that there had been a decline in retirement claims filed, and that the manpower difficulties of the railroads had slowed down the receipt of records required for the prior service program. Moreover, he added, there was a "drastic decline" in the receipt of claims for unemployment insurance in which field the board's fiscal 1943 payments are expected to be about 20 per cent of the fiscal 1942 figures. He informed the committee also that the board's personnel had been reduced during the year by about 27 per

The appropriation bill provided a total of \$2,190,769 for the board's administrative expenses, and calls for a payment of \$262,-720,000 to the Treasury's Railroad Retirement Account. The latter figure compares with the appropriation of \$214,801,-000 provided for the purpose in the fiscal year preceding.

May Employment 6.22 Per Cent Above 1942

Railroad employment increased 0.31 per cent-from 1,345,021 to 1,349,176-during the one-month period from mid-April to mid-May, while the May total was 6.22 per cent above the comparable 1942 figure, according to the latest summary of preliminary reports prepared by the Interstate Commerce Commission's Bureau of Transport Economics and Statistics. The index number based on the 1935-1939 average as 100 and adjusted for seasonal variation was 132.7 for May, as compared with April's 133.9, and May, 1942's 125.

May increases over the previous month were all less than one per cent, save for the 1.37 per cent rise in the maintenance of way and structures group; while two groups were down-maintenance of equipment and stores, 0.28 per cent, and train and engineer service, 0.13 per cent. Meanwhile, all groups showed increases over the prevous year, the range being from the 12.06 per cent for the vardmasters, switchtenders, and hostlers group to 0.91 per cent for the maintenance of way and structures group. Largest increase next to the yardmasters, switchtenders, and hostlers, was in the professional, clerical, and general group which was up 10.35 per cent.

Vacations-with-Pay in Canada

The Dominion War Labor Board at Ottawa has granted the application of Division No. 4 of the Railway Employees Department, A. F. of L., for extension to the other railways of the "holiday with pay" plan now in operation for non-operating employees on the Canadian National and Temiskaming & Northern Ontario. The Board agreed with the applicants that

this extension seemed to be just, in view of the fact that 60 per cent of the employees in this class of work now have this privilege. The effect of the decision is to extend the concession to employees of other Canadian railways, which means, primarily, the Canadian Pacific.

But the Board refused the unions' two applications, one of which was for pay for time lost through illness, and the other that time and a half be paid for all work performed on Sunday to those employees who, while working on Sunday, have an "assigned day off" later in the week.

The board granted the first application under its authority, given by the govern-ment, to make orders affecting working conditions. It is the first important decision of this Labor Board affecting working conditions on the railways, a power that is not possessed by the Dominion Transport Commission.

M. & St. L. Uses Trucks to Conserve Cars

In an effort to conserve freight cars for the war effort, the Minneapolis & St. Louis is using highway trucks for the movement of less than carload freight between its stations. Service is performed by a fleet of trucks, operating from freight houses owned and operated by the M. & St. L., to and from the Twin Cities. The over-theroad trucks handle the freight from the railroad company's freight depot to its depot at destination, while local delivery in each city is performed through contracts with local draymen. Trucks leave the Twin Cities freight house in the morning, and reach destination by noon or afternoon. On the return movement they deliver l.c.l. freight at the starting terminal by 7 p. m. of the same day. More than 60 communities are served.

Recommends Raise for North **Shore Train Crews**

An increase of 16 cents an hour, retroactive to June 1, 1942, in the wages of motormen and conductors of the Chicago, North Shore & Milwaukee has been recommended by the emergency board from the National Railway Labor Panel which reported to President Roosevelt last week. The board also recommended the establishment of an eight-hour day with an overtime scale at time and one-half the hourly rates and one week's vacation with

Members of the board are Chairman Richard F. Mitchell, chief justice of the Supreme Court of Iowa; Robert C. Calkins, dean of the School of Business, Columbia University; and Walter C. Clephane, Washington, D. C., attorney. The same board has yet to report on the controversy resulting from the failure of certain short lines to bring the wages of their employees into line with the general

increase of December 1941.

The recommendations with respect to the North Shore will raise the wages of motormen and conductors to 94 cents per hour and collectors and brakemen to 82 cents per hour. The board, said its announcement summarizing the report, "authorized this increase in order to bring the wages of these employees up to the going rate in this area, and it states that the recommendations are in conformity with the letter and spirit of the stabilization program."

In announcing the retroactive phase of its recommendations the board noted that the adjustment it proposed would be "the first increase in basic wages received by most of these employees since 1929." It also called attention to the fact that negotiations for the increase began in May, 1942.

"No settlement of the dispute over the operation of North Shore trains by crews of the Rapid Transit south of Howard street was found by the board," the announcement said. "The board found that it was in no position to alter the order of Judge Igoe, who has jurisdiction over both carriers, and recommended that the parties rely on their right to be heard by the District Court for the Northern District of Illinois.

"Twenty-one of the 34 issues submitted to the board were settled by agreement through mediation."

High Court Upholds Employee in Another Liability Case

Remanding the case to the United States Circuit Court of Appeals for further proceedings, and in so doing reversing that court's decision and in effect upholding the lower court, the United States Supreme Court, with Chief Justice Stone and Justices Reed and Roberts dissenting, on June 14 found, in brief, that recovery of damages for the death of a railroad employee engaged in yard switching operations, under the federal Employers' Liability Act, is not barred by law even though the employee assumed a risk, and that the assumption of risk defense of the railroad may not be based on the facts that the operation in which the accident occurred was not unusual and that it was not customary under such circumstances to ring the engine bell, as required by the road's rules.

The case before the court was Owens vs. Union Pacific. It grew out of the death of an experienced switching crew foreman at Spokane, Wash., which resulted from a "cut" of "kicked" cars hitting him when he started across a track after setting a switch for such a movement. When he operated the switch the foreman was out of sight of the engineer on the switching locomotive, and the signal to "kick" the cars was given by another employee, who was stationed at a point where he was visible to the engineer, and where he could see the switch points move into position, but not where he could see the foreman.

While the jury in the lower court had found for the foreman on the ground that the road's rule requiring the bell to be rung when the engine was about to move had not been obeyed, the Court of Appeals had held that the employee assumed the risk in his employment. This finding the Supreme Court termed erroneous in an opinion by Justice Rutledge.

In the view of the majority, the rail-road's case should be narrowed down to an inquiry as to whether the foreman could be shown "to have anticipated and decided to chance the particular risk here created by the negligence of his fellow employees" when he entered the railroad's service. The jury found that the road had not proved this, and had not proved that the particular risk was "so plainly observable" that the employee had been aware of it and decided to chance it, and the Supreme Court majority agreed with this view, rather than with the contrary finding, "as a matter of law," of the Court of Appeals.

The dissent was based on the opinion that the practice that resulted in the foreman's death was a common practice under such circumstances, so that "assumption of risk" was a valid defense.

Cars for Wheat Loading Scarce

This year there is no storage problem in taking care of the wheat crop; the problem is strictly one of car supply and of labor to load and unload the cars. facts were brought out at the annual special grain session which was supplementary to the regular meeting of the Trans-Missouri-Kansas Shippers Board at the Hotel Allis in Wichita, Kan., on June 9, with General Chairman H. J. Goudelock presiding. The matter of car supply was discussed by R. E. Clark, manager, Closed Car section, Car Service division, A. A. R. He stated that, whereas only 90 million bushels storage capacity was available at the 23 principal western markets at the beginning of the harvest last year, 139 million bushels of capacity are available this year and, with the continuing heavy outbound movement from terminal elevators, it appears that ample storage space will be available. On May 8, the Car Service division issued a directive to eastern and southern roads calling upon them to return 2,500 cars per week of western ownership to the home lines. This figure was not quite reached, although, in the first four weeks after the issuance of the order. 15,000 cars were returned. Ordinarily, this supply would now be stored in the loading territory, he stated, but the heavy movement of storage grain and the general demand for box cars has resulted in the necessity for immediate use of these cars and the supply on hand is only about 25 per cent of normal. Accordingly, .Mr. Clark urged the shippers to avoid the usual mad loading rush and also, this year, to accept box cars for wheat loading of a slightly lower grade than is customary.

F. S. Keiser, transportation consultant of the O. D. T., made a similar request and pointed out that this year's price factor will have a dangerous effect in precipitating a rush. Last year, the Government loan offer was higher than the open market price, thus offering a premium for storage rather than immediate shipment. While the Government price has not been announced for this year, it will undoubtedly be lower than that offered in open market, which will induce farmers and others to ship rather than hold the grain. He also outlined the activities of the conservation committee formed by the grain trade

in correcting abuses of the transit privilege. C. D. Sturtevant of the Commodity Credit Corporation urged the continued co-operation of the permit committees formed throughout the territory. He said that these committees spent much time last year on the question of storage, but that their prime function was then and is now even more particularly to policing of car handling to see that all grain is unloaded promptly and thus saving cars.

Oscar Cook of the Standard Milling Company spoke for the grain trade. He said that the Kansas City terminal has 22 million bushels of storage space available now, as against only one million last year. This insures against a storage problem, but the difficulty will be in getting cars, loading and unloading cars and in finding trucks to haul the wheat from the fields to the country elevators.

The seriousness of the labor problem was particularly stressed by spokesmen for the grain trade. At Wichita, for example, the wages the elevators may pay their men are frozen at a level far below the rate paid at the numerous airplane plants there. As a result, in one elevator alone, where 20 power unloader shovel operators are ordinarily employed, only two men are available for this work this year.

The consensus was definitely not optimistic. The permit system will have to be applied rigidly in view of the extreme tightness of the box car supply. At the same time, shortage of labor is almost certain to waste many valuable car days in the process of loading and unloading.

Briefs on I.C.C Power to Suspend Train-Limit Laws

The Interstate Commerce Commission has issued an order in the Ex Parte No. 156 proceeding, directing that the question of its power to issue Service Order No. 85 be submitted on briefs to be filed by interested parties on or before July 15 with reply briefs on or before July 30. Service Order No. 85, effective September 15, 1942, directs the railroads to disregard state train-limit laws "when necessary for the prompt movement of freight and the clearance or avoidance of congestion by either freight or passenger trains."

The commission's decision to call for the briefs came after consideration of a petition filed on behalf of the four train-service brotherhoods for rehearing and vacation of the service order.

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Sir Harold Hartley's Tribute to Otto Jabelmann

Sir Harold Hartley, vice-president of the London, Midland & Scottish of England, who is widely known among railway officers in the United States, has written an interesting and impressive tribute to the late Otto Jabelmann, vice-presidentresearch and mechanical standards of the Union Pacific.

Mr. Jabelmann went abroad last fall at the request of the British government to give any help he could during the war to the British railways, especially regarding mechanical matters. He died suddenly in London on January 6. Sir Harold Hartley's tribute to him, which was delayed in





A LONG PULL ... A STRONG PULL ... AND A PULL ALL TOGETHER. THAT'S THE WAY WE'RE ALL PULLING FOR VICTORY, TODAY!

And that's exactly the way that this Limabuilt 2-10-4 type Kansas City Southern locomotive No. 905 is pulling. Pulling heavy loads of vital war-time freight traffic—and pulling subscriptions for War Bonds from hundreds and thousands of those who see the

striking red-white-and-blue message on its tender, as it moves upon its appointed rounds.

This instance is symbolic of the way in which the railroads are putting every facility they possess to work in the job of winning the war.

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

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reaching this country by war conditions, is as follows:

"The sympathy of British railwaymen goes out to their American colleagues at the sad death of Mr. Otto Jabelmann while on a mission to this country. Although few of us had known Mr. Jabelmann previously, all who met him realized quickly how admirably qualified he was to discover in what ways the United States could help us most to solve some of the war problems of the British railways. With his long operating experience, his great technical ability, his quick eye and his sympathetic approach to any problem, he quickly won the confidence of his British colleagues. We knew of the great work he had done in the development of the Diesel-electric streamliners and the articulated steam locomotive on the Union Pacific, but were not perhaps prepared for the swift and discerning way in which he grasped our problems, which are so very different from those of his own railroad.

"As soon as he arrived he said he wanted to see things for himself, and during his short stay here he made a good many journeys, visiting railway shops, roundhouses, and marshalling yards, and wherever he went his keen observant eye was marking down points for discussion with us. We were particularly grateful to him because, in spite of the great differences between his rolling stock and operating conditions and ours, he saw so quickly the causes of our difficulties and the quickest means of overcoming them.

"One night at dinner he met a group of works superintendents and the heads of our research sections, and he gave them a most stimulating talk which they will long remember. Starting rather shyly in his modest way, he first paid a generous and discerning tribute to the war effort of the British railways. Then he told us a little about himself, and as he warmed to his subject he gave us a fascinating account of the developments on the Union Pacific -his two years in Chicago working out the details of the streamliners; and the problems that had to be solved in the newer types of steam locomotives. He was talking to a technical audience, and they enjoyed enormously his infectious enthusiasm and the clarity with which he explained the logical train of thought and resourcefulness that lay behind each technological development. It was a great experience to listen to him, and afterwards they talked with him in turn, each carrying away some new idea, some fresh slant on their problems.

"His last journey to Scotland I made with him in a business car, and ten hours never seemed to pass so quickly. Very little escaped him, and the engineers who were with us were kept busy answering questions. There's a good deal of history in the line from Euston to Glasgow, and Mr. Jabelmann seemed to enjoy it all so much

"When it got dark I suggested pulling down the blinds. 'No,' said Mr. Jabelmann, 'I always sit in the dark and watch the road; you see things by night you don't see by day.' Within a few minutes we passed an engine with its brakes badly adjusted and sparks flying from one wheel. 'Now you couldn't have seen that by day-light,' he said.

"In Scotland he spent a good deal of his time at a roundhouse, studying the diagramming of the engines and the methods of repair. No detail was too small for him; nothing seemed to escape his eye, and the staff thoroughly enjoyed his visit.

"Two days later, after a visit to a locomotive works, he collapsed, and died shortly afterwards. He had caught a cold on the journey to England; he knew he was not fit, but he was unsparing of himself on his mission. And so he gave his life to the cause of the United Nations, busy and active to the end."

Railroad-owned Coal Companies Under Bituminous Code

Two railroad-owned coal producers were affected by a decision of Dan H. Wheeler, director of the bituminous coal division of the Department of the Interior, made public June 11, in which he ruled that certain producers are engaged in operations that directly affect interstate commerce, and therefore are not entitled to exemptions from the bituminous coal code, even though it is contended that the coal extracted at their mines is consumed by the producers.

In addition to certain companies owned by steel mills and public utilities, the finding affected the Valier Coal Company, owned by the Chicago, Burlington & Quincy, and the Superior Coal Company, owned by the Chicago & North Western. While these companies claimed that their parent companies were in fact the producers as well as the consumers of the coal extracted at their mines, the director ruled that the coal companies were separate corporate entities, owning or leasing property and mining equipment and paying their own employees. Prior rulings had already established that "substantially all transactions in bituminous coal in intrastate commerce' in the states where these mines are located do "directly affect" interstate commerce, the director found, and on these precedents he denied the producers' petitions for exemptions, in spite of their claims that their operations do not affect interstate com-

Detroit-Cleveland Truckers Must Use "Ferry"

Following "requests" which were said to have been ineffective, the Office of Defense Transportation on June 4 issued its Supplementary Order ODT 3, Revised 25, and the Interstate Commerce Commission at the same time issued Emergency Order M-2, each requiring common and contract ruck operators to use waterway transport facilities, to the exclusion of highways, for the movement of trailers and semitrailers between the Detroit, Mich., and Cleveland, Ohio, areas.

Pointing out that lake vessels in service between the two cities provide space to accommodate the movement of about 100 highway vehicles of the types specified each day in each direction, the ODT estimated that the orders would save 336,000 tire-miles each day, with equivalent savings in gasoline and equipment. The or-

ders apply to shipments originating within a zone including the territory within 25 miles of the boundaries of one city and terminating within a similar zone surrounding the other city, and also to shipments originating outside these zones but moving between them.

Provision is made for exceptions to the orders, so that highway operations may be continued under the direction of the military services or under special ODT permits, to be issued to show that water transportation is not available. Voluntary use of the ferry facilities by highway operators was "blocked," the ODT explained, because of "differences" between the carriers and the unions concerned.

Santa Fe Wheat Movement Presents Problem

Much of America's half billion bushel 1943 wheat crop probably will be piled on the ground, at least during the harvest rush, in the opinion of Santa Fe officers who are preparing for the annual harvest's deluge of grain. Because of military transportation requirements, surplus equipment formerly allotted to handle the wheat rush simply does not exist this year and the 1943 crop must remain in local storage until its movement to terminals or mills becomes a wartime necessity.

A near shortage of grain cars exists today. Santa Fe loadings of old wheat are 135 per cent greater than last year and virtually all available cars suitable for grain handling are required by shippers daily. Pending delivery of more than 100 new locomotives that the Santa Fe has had on order for a considerable time, the motive power problem is equally as pressing as the grain car situation, according to J. J. Mahoney, general superintendent of transportation for the Santa Fe.

Reports from Santa Fe division headquarters in the wheat belt of Kansas, Oklahoma and Texas indicate that every possible preparation is being made to meet the emergency. Repair forces at the various points are working full time and had order cars are being repaired as fast as they are reported. Some 7,500 old cars are being made fit for grain handling by the installation of temporary car-lines. However, many of these are required daily for present loadings.

Mr. Mahoney explained that while estimates on the wheat yield in the southwest have been reduced between 25 and 30 per cent under last year's bumper harvest, the present outlook is for better than an average crop. He pointed out that 70 per cent of acreage to be harvested this year is adjacent to Santa Fe rails. "We anticipate a movement of 40,000 cars of wheat this year from Western Kansas, Oklahoma, Texas and Colorado, the majority of which is threshed with combine harvester, requiring a large number of cars stored in advance of the harvest to meet the demand." Mr. Mahoney continued. "We have approximately 6,000 more Santa Fe grain cars off our line than a year ago, leaving us only 40 per cent of our own good cars on home rails. Last year we had a large number of foreign line box cars stored in the wheat belt awaiting harvest, which has not been possible this year. Slow return of our

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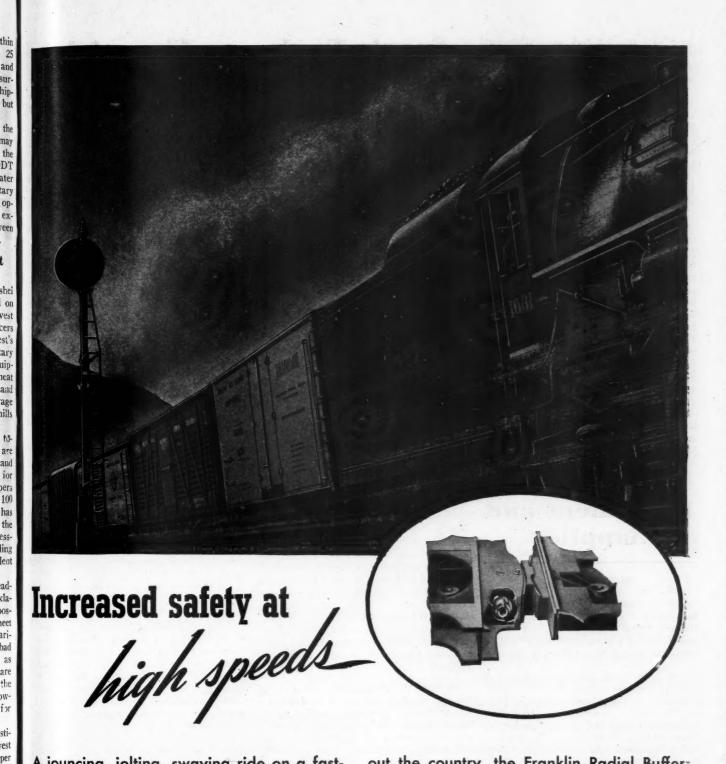
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A jouncing, jolting, swaying ride on a fastmoving locomotive deck is an emphatic reminder of the stresses the engine-tender connection must withstand. The higher the speed and tonnage the greater the need for safety and smooth riding.

On thousands of locomotives through-

out the country, the Franklin Radial Buffer-Type E-2 has provided an ideal, non-binding connection between engine and tender. Its smooth, powerful action deadens vibration and gives increased resistance to compression resulting in improved riding quality and safety of operation.



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FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK . CHICAGO

In Canada: FRANKLIN RAILWAY SUPPLY COMPANY, LIMITED, MONTREAL.

good cars and the task of selecting and fitting foreign cars for grain loading makes an ordinarily difficult problem even more

"With harvest but a matter of days away and no cars accumulated to handle the crop, we will have to do the best we can with the current supply, but it is highly probable that wheat will have to be stored on the ground temporarily. Although we handled 40,000 cars during the harvest rush last year, subsequent loadings have brought the total to 106,776 cars moved since May 1, 1942.

"A year ago we had nearly 10,000 of our own cars stored awaiting the movement and during the harvest we received 2,668 empties from other lines. During the peak movement we loaded around 1,300 cars daily."

Public grain storage space at the interior markets is 55.2 per cent filled with old grain, a May 1 report shows. This leaves 122,720,000 bushels of space available for the new crop, which is estimated to yield about 500,000,000 bushels of wheat.

Kansas with new crop estimates of approximately 145,000,000 bushels has about 45,000,000 bushels of commercial space available for storage. Temporary government bins capable of holding 21,000,000 bushels of grain were shipped into the state or built last year. Approximately 11,000,000 bushels of this space are available for the new wheat.

Equipment and Supplies

SIGNALING

THE AMERICAN LOCOMOTIVE COMPANY has placed a contract with the General Railway Signal Company for 10 intermittent inductive train control engine equipments for Lehigh Valley locomotives.

THE NEW YORK CENTRAL has placed a contract with the General Railway Signal Company for the necessary materials for an NX electric interlocking installation for signal station 31, at the west end of Utica Station, New York. This interlocking consists of the following controlled functions: 24 1-unit, 24 2-unit, and 4 3-unit type-SA signals, 36 single switches, 4 single slip switches, 12 double slip switches, 8 movable point frogs, 1 electric lock and 2 derails. This order includes the NX control machine with a 36 in. by 72 in. panel, 30 factory-wired B relay panels mounting 1033 type-B plug-in relays, and 124 type-B relays to be installed in outside housings for adapting 62 model-4A switch machines for relay operation. The modernization of these switch machines includes the addition of brakes and revision of pole changers. The NX operation will include such features as automatic route selection, automatic selection of optional routes, end to end operation, continuous indication of switch position as well as simplified entrance-exit operation.

Supply Trade

William J. George has been appointed assistant to the president in charge of products engineering for the Edgewater Steel Company, Pittsburgh, Pa. Harry C. Riddile has been appointed superintendent of the Ring Mill and Ring Spring Departments.

The Pullman-Standard 'Car Manufacturing Company launched its fourth submarine patrol craft on June 13, with Aloha Hines Dowd, wife of Captain Wallace R. Dowd, supervisor of shipbuilding for the Chicago area, as sponsor of the vessel. Speakers at the ceremonies included Dwight H. Green, governor of Illinois; C. A. Liddle, president of Pullman-Standard; and Commander Paul S. Goen, senior assistant supervisor of shipbuilding in the Chicago area. J. W. Geddes, superintendent of the company's shipbuilding division, acted as master of ceremonies.

John R. Bangs, formerly head of the Department of Administrative Engineering at Cornell University, has been appointed general manager of industrial and personnel relations by the Edward G. Budd Manufacturing Company, effective July 1. Robert W. Desing and J. B. Jones have been appointed as his assistants at the Hunting Park plant and Budd Field, Dr. Edwin H. McIlvain respectively. will assume direction of an expanded industrial health and rehabilitation department for the company. In addition to his work as the head of the Department of Administrative Engineering at Cornell, Mr. Bangs is consultant in industry and training for the War Manpower Commission. He has been actively engaged in personnel work for the Western Electric Company and the Westinghouse Electric & Manufacturing Company. He is the author of several books on factory management, industrial and engineering accounts and similar

Arthur W. Preikschat, manager of the car equipment division of the National Lock Washer Company, Newark, N. J., has been appointed vice-president in charge of manufacturing of the company, with headquarters at Newark. Mr. Preikschat was born at Detroit, Mich., on November 1, 1893, and attended the Armour Institute of Technology. He became associated with the Pullman Company in 1911, serving four years in the drafting and template departments and five years as assistant to the engineer of tests. He then served with the Steel & Tube Company of America, as mechanical representative in the purchasing department; with the Liberty Steel Products Company, Inc., as assistant mechanical engineer, and with Templeton, Kenly & Co., as special engineer in the railway sales department. In April, 1922, Mr. Preikschat went with the National Lock Washer Company as western manager of the car equipment division, later being advanced to manager of that divi-

Financial

BANGOR & AROOSTOOK.—Authentication of Bonds.—Division 4 of the Interstate Commerce Commission has authorized this company to procure authentication and delivery of \$40,000 additional 4 per cent consolidated refunding mortgage 4 per cent bonds to be employed as substitute collateral for certain matured securities.

Central of New Jersey.—Annual Report.—The 1942 annual statement of this road shows a net income, after interest and other charges, of \$5,046,664, as compared with a net income of \$539,306 in 1941. Selected items from the income statement follow:

		Increase
		Decrease
		Compared
	1942	with 1941
Mileage operated RAILWAY OPERATING	657.84	-2.92
REVENUES	\$57,446,744	+\$14,089,164
Maintenance of way and structures Maintenance of	5,780,544	+1,380,289
equipment	9,865,477	+908,473
Transportation	21,740,628	+4,503,153
TOTAL OPERATING EXPENSES Operating ratio	39,310,542 68.43	+6,937,821 -6,23
NET REVENUE FROM OPERATIONS Railway tax accruals Hire of equipment Joint facility rents	18,136,202 5,441,556 3,099.060 273,732	+7,151,344 +1,826,240 +805,612 +285,690
NET RAILWAY OPERATING INCOME Non-operating income	9,321,852 1,066,668	+4,233,802 +230,537
GROSS INCOME " .	10,388,520	+4,464,339
Rent for leased roads and equipment Interest on funded debt	2,372,927 2,386,650	+13.070 -10,500
TOTAL DEDUCTIONS FROM GROSS INCOME	5,341,856	-43,018
NET INCOME	\$5,046,664	+\$4,507,358
		-

CHICAGO & NORTH WESTERN.—Reorganization Reopening Refused.—The Interstate Commerce Commission has denied this road's petition that it reopen the proceedings in its Finance Docket 10881 for the purpose of amending the plan of reorganization transmitted to the federal district court. The road had sought to have the plan modified to use its accumulated cash resources to pay off indebtedness and so release additional securities to be distributed to junior security holders and creditors, but both the courts and the commission have refused its petition.

Delaware & Hudson.—Bond Adjustment Suit.—A three-judge federal court in New York on June 16 reserved decision on this company's plan for adjusted payment of a \$50,000,000 bond issue which fell due on May 1 last. The company's plan, approved by the I. C. C. and 80 per cent of the holders, calls for payment of 10 per cent of the maturity in cash, the balance to be deferred for 20 years. The present suit stems from an effort by holders of a small minority of the issue to force present payment in cash of a larger proportion of the principal.

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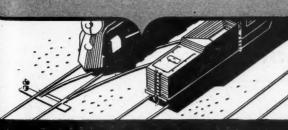
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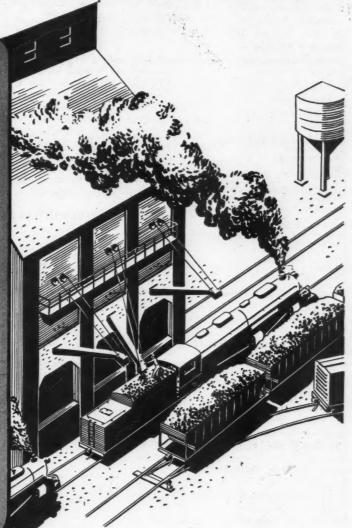
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More than 30 years ago the fundamental value of the Security Sectional Arch in increasing coal-burning efficiency was established by railroad men themselves.

Make sure that full use is being made of this proved help in obtaining the maximum steam production from each pound of wartime fuel.

This means a complete arch in every locomotive in service.

HARBISON-WALKER REFRACTORIES CO.
Refractory Specialists

AMERICAN ARCH COMPANY, INC. 60 EAST 42nd STREET, N. Y.

Locomotive Combustion Specialists

nual Report.-The 1942 annual statement of this road shows a net income, after interest and other charges, of \$11,306,966, as compared with a net deficit of \$2,301,914 in 1941. Selected items from the income statement follow:

		Increase
	1942	Decrease Compared with 1941
Average mileage	1212	
operated RAILWAY OPERATING	2,416.38	-100.57
REVENUES	\$54,475,496	+\$22,902,872
Maintenance of way	2.045.740	+503,826
and structures Maintenance of	3,945,748	
equipment	8,939,059	+1,622,592
Transportation	15,620,065	+4,439,526
TOTAL OPERATING		. 7 041 574
EXPENSES	31,260,694 57,38	+7,041,574
Operating ratio	37.38	-19.33
NET REVENUE FROM	23,214,801	+15,861,297
OPERATIONS Railway tax accruals	4,985,816	+2,550,609
Hire of equipment-	675,471	+636,149
Joint facility rents—	0,0,0,	
Net Dr.	324,309	-37,588
NET RAILWAY		
OPERATING INCOME	17,229,206	+12,712,127
Other income—Net Dr.	184,785	-252,286
AVAILABLE FOR	15 044 420	112 064 412
INTEREST	17,044,420	+12,964,413
Interest on funded debt	5,737,455	-644,467
NET INCOME	\$11,306,966	+\$13,608,879

PERE MARQUETTE.-New director.-John L. Giles, vice-president and general manager of the Michigan Chemical Company, St. Louis, Mo., and Wilbur S. Manning, assistant sales director of the Atlas Powder Company, Wilmington, Del., were elected directors at the meeting of the board in Cleveland, Ohio, on June 15, to succeed Robert R. Young and Allan P. Kirby, who resigned as a step toward the elimination of interlocking directorates of the C. & O. Lines (Chesapeake & Ohio, Nickel Plate and Pere Marquette).

SEABOARD AIR LINE.—Annual Report.-The 1942 annual statement of this road shows a net deficit, after interest and other charges, of \$2,819,263, as compared with a net income of \$1,181,070 in 1941. Selected items from the income statement follow:

	1942	Increase or Decrease Compared with 1941
Average mileage		
operated	4,258.79	-50.57
RAILWAY OPERATING REVENUES	\$110,242,375	+\$45,633,472
Maintenance of way and structures Maintenance of	11,028,862	+2,504,977
equipment Transportation	17,142,280 32,187,487	+4,889,401 +9,441,062
TOTAL OPERATING EXPENSES Operating ratio	67,010,358 60.78	+18,209,636 -14.75
Taxes	5,157,733	+1,295,422
RAILWAY OPERATING INCOME Hire of equipment—	38,074,284	+26,128,414
Net Dr.	3,916,508	+2,245,900
Joint facility rents— Net Dr.	211,805	+43,508
NET RAILWAY OPERATING INCOME Total other income	33,945,971 468,909	+23,839,007 -35,486

GROSS INCOME	34,414,880	+23,803,521	
TOTAL DEDUCTIONS FROM GROSS INCOME	37,234,143	+27,803,853	
NET DEFICIT	\$2,819,263	-\$4,000,333	

WILLAMINA & GRAND RONDE .- Promissory Notes.-This road has applied to the Interstate Commerce Commission for authority to issue \$182,124 of promissory notes in evidence of, but not in payment for, the unpaid balance of its open account indebtedness for funds advanced for the construction of its line by the Miami Corporation, owner of its entire capital stock until December 28, 1942, at which time this stock was transferred to the Long-Bell Lumber Company, to which the notes, if approved, also will be transferred.

Average Prices Stocks and Bonds

June 15	Last week	Last
Average price of 20 representative railway stocks. 36.79	37.49	24.25
Average price of 20 representative railway bonds . 77.47	77.83	63.48

Dividends Declared

Albany & Susquehanna.—\$3.70, payable July 1 to holders of record June 15.

Canada Southern.—\$1.50, semi-annually, payable August 2 to holders of record June 21.

Canada Southern.—\$1.50, semi-annually, payable August 2 to holders of record June 21.

Canadian Pacific.—Preferred, 2 Per Cent, payable August 3 to holders of record June 30.

Cayuga & Susquehanna—Irregular, 70¢, payable July 2 to holders of record June 22.

Delaware.—\$1.00, semi-annually, payable July 1 to holders of record June 15.

Elmira & Williamsport.—7. Per Cent Preferred, \$1.60, semi-annually, payable July 1 to holders of record June 19.

Nashville & Decatur.—7½ Per Cent Guaranteed, 93¾¢, payable July 1 to holders of record June 19.

New London Northern.—\$1.75, quarterly, payable July 1 to holders of record June 15.

Northern Central.—\$2.00, payable July 15 to holders of record June 30.

West Jersey & Seashore.—\$1.50, semi-annually, payable July 1 to holders of record June 15.

Western New York & Pennsylvania.—Common, \$1.50, semi-annually; 5 Per Cent Preferred, \$1.25, semi-annually; 5 Per Cent Preferred, \$1.25, semi-annually; 6 Per Cent Preferred, \$1.25, semi-annually, both payable July 1 to holders of record June 30.

Wheeling & Lake Erie.—75¢, payable July 1 to holders of record June 25.

Abandonments

CHICAGO, BURLINGTON & QUINCY .-- In a proposed report in Finance Docket 13987 Examiner W. J. Schutrumpf has recom-mended that the Interstate Commerce Commission authorize this company to abandon a line from Sterling, Colo., to Cheyenne, Wyo., about 105 miles.

PENNSYLVANIA.—Division 4 of the Interstate Commerce Commission has authorized this company and the Shamokin Valley & Pottsville, lessor, to abandon operation of and to abandon, respectively, the so-called Richards Colliery branch, extending 1.5 miles easterly from Mt. Carmel, Pa.

PENNSYLVANIA - READING SEASHORE LINES.—Division 4 of the Interstate Commerce Commission has authorized this company and the West Jersey & Seashore, lessor, to abandon operation of and to abandon, respectively, a line from Sea Isle City, N. J., to Ocean City, 6.42 miles. Abandonment of a 0.3-mile segment of line in Ocean City by the Pennsylvania-Reading Seashore Lines was authorized in the same proceeding.

SHEFFIELD & TIONESTA.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon its entire line from Mayburg, Pa., to Sheffield, 19,1

Union Pacific.—The Interstate Commerce Commission, by Commissioner Porter, has further extended to June 30 the effective date of the commission's certificate authorizing this road and the Oregon Short Line, lessor, to abandon operation of and to abandon, respectively, a branch from Montpelier, Ida., to Paris, 9.5 miles. The full commission in the same proceeding has denied a petition for reconsideration filed by the State of Idaho and the Idaho Public Utilities Commission.

Construction

BALTIMORE & OHIO.—This road has awarded a contract to the Bates & Rogers Construction Corporation, Chicago, for the installation of drainage facilities at Cincinnati, Ohio, at an estimated cost of \$40,000.

CENTRAL OF NEW JERSEY .- This road has awarded contracts to Poirier & Mc-Lane Corporation for yard extension and improvements at Tremley, N. J., and at Carteret, at estimated costs of \$177,000 and \$30,000, respectively.

MISSOURI PACIFIC.—A contract amounting to approximately \$22,200 has been awarded the William A Smith Construction Company, Inc., Houston, Tex., for the construction of about 23,000 ft. of yard tracks in the joint terminal of the Missouri Pacific and the Texas & Pacific at Alexandria, La.

WAR DEPARTMENT.—The U. S. Engineer office at Savannah, Ga., has awarded a contract amounting to less than \$50,000 to the Espy Paving & Construction Co., Savannah, for the construction of a spur track in Georgia. The U.S. Engineer office, Portland, Ore., has awarded a contract in similar amount to the George H. Wells Company, Hermiston, Ore., for the construction of a spur track in Idaho.

WAR DEPARTMENT.—It has been reported that a railroad storage depot for Lend-Lease shipments out of Pacific Northwest ports, which will cost approximately \$11,-000,000, will be constructed on a 500-acre site in Washington, for which condemnation proceedings are to be made through the U. S. Engineer office, Seattle, Wash. Plans are said to include a depot with 4-000,000 sq. ft. of storage space, an 800car holding yard and a 400-car classification yard.

YAZOO & MISSISSIPPI VALLEY. road has awarded a contract to the Bates & Rogers Construction Corporation, Chicago, for the construction of bridge piers at Redwood, Miss., at an estimated cost of \$325,000.

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This company and its international associates have been collectively responsible for the progressive improvement of the locomotive superheater ... and today Elesco designs are the accepted standards by railways throughout the world.



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Railway Officers

EXECUTIVE

W. P. Watkins, assistant vice-president of the Missouri & Arkansas, has been promoted to vice-president in charge of accounts, with headquarters as before at Harrison, Ark.

M. P. Madison, vice-president of the McCloud River, has been elected president, with headquarters as before at San Francisco, Cal., succeeding **Dwight M.** Swobe, whose death on April 15 was reported in the Railway Age of May 15.

FINANCIAL, LEGAL AND ACCOUNTING

Louis E. Torinus, Jr., has been appointed attorney of the Great Northern, with headquarters at St. Paul, Minn.

Frederick L. Wheeler, whose appointment as general attorney of the New York Central with headquarters at New York, was reported in the Railway Age of June 5, was born on January 30, 1883, at Briarcliff, N. Y., and was graduated from Colgate university in 1905. Mr. Wheeler entered the service of the New York Central as a messenger in the office of the general attorney at Grand Central station, New York, on November 5, 1905, and on February 1, 1906, he became clerk in the same office. On May 1, 1912, he was promoted to assistant to general attorney, being further advanced to assistant general attorney on February 1, 1922, and to principal assistant general attorney on April



Frederick L. Wheeler

16, 1930, the position he held at the time of his recent promotion to general attorney, Buffalo and East, effective June 1.

J. V. Gilmour has been appointed assistant to controller of the Southern Pacific, with headquarters at New York. Except for the years from October, 1918, to July, 1920, during which he was employed

by the American Railway Express Company, Mr. Gilmour has been serving the Southern Pacific since July, 1909.

John E. Shannon, assistant auditor of disbursement of the Atlantic Coast Line, and A. R. Hardwick, assistant to comptroller, of that company, have been promoted to general accountants, both with headquarters at Wilmington, N. C.

Eugene M. Smith, whose promotion to general attorney of the New York, Chicago & St. Louis (Nickel Plate), with headquarters at Cleveland, Ohio, was reported in the Railway Age of June 12, was born at Chicago on June 7, 1891, and attended the Chicago Law School. He entered railway service on January 1, 1909, in the land and tax department of the New York Central, being advanced to land and tax agent at Chicago on January 1, 1917. On July 15, 1917, Mr. Smith went with the Nickel Plate as an attorney, and on Sep-



Eugene M. Smith

tember 1, 1923, he was promoted to general land and tax attorney, with headquarters at Cleveland, which position he held until his recent promotion.

R. E. Plummer, assistant to vice-president of the Southern Pacific, has been appointed controller, with headquarters as before at New York, succeeding the late Frederick Van Note, whose death was reported in the Railway Age of May 22.

Walter Lorne Brown, whose appointment as auditor of revenues of the Canadian National system, with headquarters at Montreal, Que., was announced in the Railway Age of June 12, was born at London, Ont., but received his education in the public and high schools of Montreal and McGill university. Mr. Brown joined the staff of the Canadian Northern (now Canadian National) as stenographer to the general superintendent at Quebec, Que., in 1902. In 1903 he became clerk in the office of the third vice-president at Toronto, Ont., and in 1904 he was promoted to chief clerk in the auditor's office of the Canadian Northern Ontario (now Canadian National). Mr. Brown was appointed chief clerk to the auditor of the Eastern lines of the Canadian Northern, in 1916 and in 1918 he became assistant auditor of agencies of the Canadian Northern. He was promoted to auditor of agencies of the Canadian National at Toronto, on January 1, 1919, and at the time of amalgama-



Walter Lorne Brown

tion in 1923, he was transferred to Montreal, remaining in that position until his recent appointment as auditor of revenues.

Walter Walmsley, whose appointment as auditor of freight and miscellaneous accounts of the Canadian National, with headquarters at Montreal, Que., was announced in the Railway Age of June 12, was born at Southport, England. Mr. Walmsley entered the service of the Lancashire & Yorkshire (now part of the London, Midland & Scottish) as a messenger in the freight department at Southport in 1900, later serving at various other stations as relief clerk. He left the service of the railway in March, 1907, and came to Canada, where he joined the staff of the auditor of freight accounts of the Grand Trunk (now part of the Canadian National) as a clerk at Montreal. In June,



Walter Walmsley

1914, he was promoted to assistant chief clerk to the auditor of revenues, and in August, 1918, was further advanced to chief clerk, being transferred to the general auditor's office in November, 1919. Mr. Walmsley became assistant auditor of revenues in September, 1921, and in 1923 he was appointed auditor of freight accounts, the position he was maintaining at the time

Jmproving FREIGHT SERVICE

> WITH the increasing proportion of AB braked cars available for interchange has come a marked improvement in the general character of freight transportation—many railroads having been able to maintain a consistent program of conversion over the past several years * Adequate and efficient control of train speed, as provided by the AB Brake, is proving to be a distinct asset today when shipments of vital materials must move on reliable and time-saving schedules. Car structures and lading are more effectively safeguarded because smooth handling of trains is easier. Availability of shipping facilities is increased because of cars being better protected in transit, and the long service life of brake equipment * Still higher operating efficiency will be achieved as urgently needed new cars are made available, and conditions permit resumption of intensive modernization schedules.

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WESTINGHOUSE AIR BRAKE CO.

WILMERDING, PENNSYLVANIA

of his recent appointment as auditor of freight and miscellaneous accounts.

OPERATING

P. M. Roeper, division engineer of the Pennsylvania at Pittsburgh, Pa., has been appointed superintendent of the Wilkes-Barre division.

W. C. Jones, chief engineer of the Denver & Salt Lake, who has been serving the government during the past year as chief engineer of the Metals Reserve Company and vice-president of War Materials, Inc., RFC subsidiaries, has been appointed assistant to the general manager of the Denver & Rio Grande Western, with headquarters at Denver, Colo.

Harry B. Siegel, terminal trainmaster of the Southern at Atlanta, Ga., has been appointed to the newly created position of manager, Atlanta Terminal station, of the Atlanta Terminal Company. Mr. Siegel has been in railroad service since he was 16 years of age, when he became brakeman and flagman on the Atlanta division



Harry B. Siegel

of the Southern. In 1921 he was promoted to conductor, and in February, 1940, he became general yardmaster at Rome, Ga. He returned to Atlanta in October, 1941, as terminal trainmaster of the Southern, and remained in that position until his recent appointment as manager of the Atlanta Terminal station of the Atlanta Terminal Company. Mr. Siegel served for several years as state chairman of the Mutual Transportation Committee and also served on the general committee of that group at Washington, D. C. For several years he was local chairman and on the general committee of adjustment at Washington for the Order of Railway Conductors.

Rene J. Breton, whose promotion to superintendent of the San Francisco Terminal division of the Atchison, Topeka & Santa Fe, with headquarters at San Francisco, Cal., was reported in the Railway Age of May 29, was born in France on April 24, 1887, and entered railway service on July 1, 1906, as an operator and maintainer of motor cars on the Coast lines of the Santa Fe at Los Angeles, Cal. In November, 1907, he became a brakeman

on the Valley division at Richmond, Cal., later being advanced to conductor. Mr. Breton was promoted to transportation inspector at Fresno, Cal., in July, 1926, and in August, 1939, he was advanced to trainmaster, with the same headquarters. In



Rene J. Breton

September, 1940, he was appointed general inspector of transportation on the Coast lines, with headquarters at Los Angeles, and in October, 1942, he was promoted to acting superintendent of the San Francisco Terminal division, which position he held until his recent appointment, effective May 1.

R. C. Matthews, who has been on a leave of absence for government war work, has returned to the Atchison, Topeka & Santa Fe as trainmaster at Wellington, Kan., succeeding L. M. Olson, who has been transferred to Clovis, N. M. Mr. Olson relieves T. J. Anderson, who has been assigned the Clovis terminal, Roswell and Carlsbad districts, replacing C. E. Martin, who has been appointed night trainmaster at the Belen (N. M.) terminal.

TRAFFIC

E. R. Comer, general passenger agent of the Pennsylvania at Washington, D. C., has been transferred to the office of the passenger traffic manager at Philadelphia, Pa., and H. Bannard, assistant general passenger agent at New York, has been promoted to general passenger agent at Washington, while J. B. Dorrance, Jr., assistant general agent, Eastern region, at Philadelphia, has been transferred to New York, succeeding Mr. Bannard. W. G. S. Savage, Jr., New England passenger agent at Boston, Mass., has been appointed assistant general passenger agent, with headquarters at Philadelphia, succeeding Mr. Dorrance. F. M. Ware, assistant general passenger agent, has been appointed general passenger agent, Eastern region, with headquarters as before at Philadelphia. R. H. Clare, division passenger agent at St. Louis, Mo., has been appointed assistant general passenger agent in the office of the passenger traffic manager at Philadelphia. E. D. Zeigler, New England freight agent at Boston, has been appointed general freight agent, attached to the office of the vice-president—traffic, at Philadelphia, succeeding H. H. Young, who has been appointed general freight agent at Pittsburgh, Pa. C. H. Lippincott, assistant coal traffic manager, has been advanced to coal traffic manager, with headquarters as before at Philadelphia. D. B. Lenny, assistant industrial agent at Chicago, has been promoted to industrial agent at New York, succeeding J. V. Davis, who has been transferred to Pittsburgh.

William C. Sommers, assistant general freight agent of the Pennsylvania at Pittsburgh, Pa., has been promoted to general freight agent at Chicago, succeeding I. T. Marine, whose promotion to western freight traffic manager was reported in the Railway Age of May 22. O. Clifford Grimshaw, district freight agent at Chicago, has been transferred to Altoona, Pa, succeeding J. R. Thomas, who has been transferred to Canton, O. Donald B. Lenny, assistant industrial agent at Chicago, has been promoted to industrial agent at New York, to succeed J. V. Davis, who has been transferred to Pittsburgh. Richard H. Clare, division passenger agent at St. Louis, Mo., has been advanced to assistant general passenger agent at Philadelphia, Pa., and Edward V. Struble, district passenger agent at Tulsa, Okla., has been promoted to division passenger agent at St. Louis, replacing Mr. Clare. George Todd Weld, passenger representative at Boston, Mass., has been appointed district passenger agent at Tulsa, relieving Mr. Struble.

Mr. Sommers was born at Erie, Pa., on February 21, 1889, and entered railway service on January 28, 1907, as a messenger in the local freight office of the Pennsylvania at Erie. He later served in the division freight office at Erie as a clerk and chief clerk, and on October 15, 1924, he was appointed district freight agent at Cleveland, Ohio. Mr. Sommers was appointed division freight agent at Wheeling, W. Va., on November 1, 1927, and on May 1, 1929, he was advanced to assistant general freight agent at Buffalo, N. Y. On June 1, 1932, he was appointed division freight agent at Buffalo, and on May 16, 1935, he was transferred to Philadelphia. On May 1, 1936, he was promoted to assistant general freight agent at Philadel-phia, and on October 16, 1936, he was transferred to Pittsburgh, where he remained until his recent promotion.

ENGINEERING & SIGNALING

William H. Rochester, whose promotion to assistant chief engineer of the Coast lines of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal, was reported in the Railway Age of June 12, was born at Pendleton, S. C. on February 1, 1891, and attended Clemson College, Calhoun, S. C., and Porter Military Academy, Charleston, S. C. He entered railroad service in 1915 as a draftsman of the Nashville, Chattanooga & St. Louis, and in October of the same year he became a chainman of the Santa Fe at Arkansas City, Kan. Mr. Rochester subsequently



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served as rodman, transitman and computer at various points on the road until April, 1926, when he was promoted to assistant engineer in charge of construction, with headquarters at Chicago. In May, 1930, he was advanced to construc-



William H. Rochester

tion engineer at Chicago, and seven years later he was promoted to district engineer, with headquarters at Amarillo, Tex., holding that position until his new appointment, effective June 7.

J. A. Noble, division engineer of the Atchison, Topeka & Santa Fe at Clovis, N. M., has been promoted to district engineer, Southern district, of the Western lines, with headquarters at Amarillo, Tex., succeeding William H. Rochester, whose promotion to assistant chief engineer of the Coast lines is reported elsewhere in these columns.

Willard R. Baker, roadmaster at Clovis, has been advanced to division engineer of the Pecos division, with the same headquarters, replacing Mr. Noble.

A. B. Harrison, acting district maintenance engineer of the Chicago, Rock Island & Pacific, with headquarters at Des Moines, Iowa, has been promoted to district maintenance engineer.

MECHANICAL

A. W. Phillips has been appointed master car builder of the Savannah & Atlanta, and J. D. Harley has been appointed master mechanic, both with head-quarters at Savannah, Ga.

A. F. Leppla, assistant mechanical engineer of the Chicago, Rock Island & Pacific, with headquarters at Silvis, Ill., has been promoted to mechanical engineer, with headquarters at Chicago. A. L. Olson, chief draftsman at Silvis, has been advanced to assistant mechanical engineer, succeeding Mr. Leppla.

PURCHASES AND STORES

J. V. Miller, assistant general store-keeper of the Chicago, Milwaukee, St. Paul & Pacific, has been promoted to manager of stores, a newly created position, with headquarters as before at Milwaukee, Wis. J. T. Kelly continues as

general storekeeper, with headquarters as before at Milwaukee. The following appointments in the stores department have also been announced: D. H. Phebus, assistant general storekeeper at Milwaukee, succeeding Mr. Miller; J. V. Anderson, assistant general storekeeper, Minneapolis, Minn.; A. M. Lemay, assistant general storekeeper, Chicago; J. C. MacDonald, assistant general storekeeper, Tacoma, Wash.; A. A. Koester, traveling storekeeper, Milwaukee; G. A. J. Carr, district storekeeper, Milwaukee; R. K. Baker, assistant district storekeeper, Milwaukee; A. C. Harris, assistant district storekeeper, Tomah, Wis.; H. A. Rieff, division storekeeper, La Crosse, Wis.; L. V. Schwartz, district storekeeper, Savanna, Ill.; C. C. Smola, district storekeeper, Mason City, Iowa; C. A. Capon, division storekeeper, Austin, Minn.; J. C. Hart, district storekeeper, Deer Lodge, Mont.; H. L. Stamp, division storekeeper, Miles City, Mont.; and J. J. Dorsey, division storekeeper, Deer Lodge, Mont.

W. B. Creasy, secretary to the purchasing agent of the Atlantic Coast Line, has been appointed acting storekeeper, with headquarters at Wilmington, N. C.

SPECIAL

John T. Williamson, superintendent of the reliet and employment departments of the Chicago, Burlington & Quincy, has been promoted to director of personnel in charge of the relief, medical, hospital insurance, pension and employment departments, with headquarters as before at Chicago. R. C. Overton, research director at Chicago, has been appointed superintendent of the relief department, succeeding Mr. Williamson, and L. M. Gustafson, employment representative at Omaha, Neb., has been promoted to superintendent of the employment department, with headquarters at Chicago, also succeeding Mr. Williamson. The notice in the Railway Age of June 12, concerning J. W. Williams and R. C. Quertan was incorrect.

OBITUARY

Edwin Ray Clarke, who retired as assistant general passenger agent of the Atlantic Coast Line in October, 1933, died on May 2 at the age of 80.

Frank O. Mooney, general agent of the Chicago Great Western at Detroit, Mich., died suddenly of a heart attack in that city on June 10.

Oscar W. Higbie, auditor of revenues and disbursements of the New York, Ontario & Western at Middletown, N. Y., whose death on June 4 was reported in the Railway Age of June 12, was born on March 24, 1882, at Brooklyn, N. Y. Mr. Higbie entered railroad service in July, 1897, as a messenger of the New York, Ontario & Western at the Weehawken (N. J.) coal docks. In May, 1898, he became report waybill clerk of the New York Central, and subsequently served that

road as chief waybill clerk until May, 1910. On June 1, 1910, he became foreign and ocean and domestic rate clerk in the foreign freight department of the American Express Company, foreign agents of the New York Central. Mr. Higbie returned to the service of the New York, Ontario & Western in May, 1912, as chief waybill clerk and cashier at the freight office at Weehawken, remaining there until July, 1918, when he entered the office of the federal auditor. In May, 1924, he was advanced to chief clerk at the office of the auditor of freight and passenger accounts. In February, 1930, Mr. Higbie assumed charge of that department, and subsequently became auditor of revenues and disbursements, the position he was holding at the time of his death.

Charles A. Murray, who retired in July, 1933, as western tax attorney of the Northern Pacific, with headquarters at Seattle, Wash., died recently at Los Gatos, Cal.

Everett Edward Stone, long-term member of the Department of Public Utilities of Massachusetts, who served as chief engineer of the Boston & Albany from 1908 to 1910, died at Longmeadow, Mass., on May 26, at the age of 78.

Paul T. Robinson, who retired in January, 1938, as engineer maintenance of way and structures of the Southern Pacific, with headquarters at San Francisco, Cal., died at Berkeley, Cal., on May 14. Mr. Robinson was born on February 12, 1882, at Hubbard, Iowa, and attended Rose Polytechnic Institute, Terre Haute, Ind. He entered railway service with the Union Pacific in June, 1900, serving as an axman, rodman, instrumentman and draftsman until July, 1905, when he was appointed assistant engineer on construction, serving in this capacity until December, 1906, when he was appointed chief draftsman. Mr. Robinson entered the service of the Southern Pacific in January, 1908, serving as office engineer and assistant engineer on the Sacramento division until January, 1912, when he was appointed a roadmaster on the same division. In September, 1913, he was transferred to the Stockton division as assistant division engineer. From March to December, 1917, Mr. Robinson served as engineer for the assistant general manager at Los Angeles, Cal., then being appointed special engineer in the general manager's office at the same point. In May, 1918, he was appointed assistant division engineer of the Los Angeles division and during federal control of the railroads, he served as division engineer of the San Joaquin division. At the end of this period, Mr. Robinson was appointed assistant division engineer of the Western division, being promoted to division engineer of the East Bay Electric division, with headquarters at Oakland, Cal., in January, 1922. In November, 1923, he was advanced to division engineer of the Tucson division, and in October, 1934, he was promoted to engineer maintenance of way and structures, with headquarters at San Francisco, which position he held until his retirement.